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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

—(2.)—

FINANCE, &c.

LICENSES; MINT; POSTAL SERVICE;
POST OFFICE;
PUBLIC WORKS; REVENUE; SAVINGS BANKS;
SUPERANNUATIONS; TREASURY CHEST;
WOODS, FORESTS, &c.

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ACCOUNTS AND PAPERS:

1867.

THIRTY-EIGHT VOLUMES:—CONTENTS OF THE

SECOND VOLUME.

N. B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

FINANCE, &c.

Licenses (Wine and Beer, &c.):

385. Number of Licenses granted by the Board of Inland Revenue, within every City and Borough, and within the County beyond the limits thereof, in England and Wales, in 1866; distinguishing Licenses under the Certificates of Justices of the Peace; under the Act 1 Will. 4, c. 64; under the Act 23 & 24 Vict. c. 27; under both those Acts for the sale of Wine and Beer; and Licenses for the sale by wholesale (in continuation of Paper No. 4, of Session 1864) - - p. 1

Loan Societies:

402. Abstract of Accounts of Loan Societies in England and Wales, to 31st December 1866; by John Tidd Pratt, Esq., the Barrister appointed to certify the Rules of Savings Banks - - - - - - - - - - - - 9

Mint:

16. Sums advanced in each Year from the Consolidated Fund for the Purchase of Bullion for Coinage, and of the Sums Paid in each Year to the Account of Her Majesty's Exchequer at the Bank of England, in Repayment thereof (pursuant to Act 7 Will. 4, c. 9) - - - - - - - - - 59

Passengers' Baggage (Paris Exhibition):

98. Memorials to the Chancellor of the Exchequer with respect to the Examination of Passengers' Baggage during the continuance of the Paris Exhibition; and, Correspondence between the Treasury and the Commissioners of Customs upon the Subject - - - - - - - - - - - - - - 61

189. Further Correspondence between the Treasury and the Commissioners of Customs, respecting the Examination of Passengers' Baggage during the Paris Exhibition - - - - - - - - - - - - - - 83

Postal Service (Atlantic):

115. Correspondence between Her Majesty's Government and the Government of the United States of America on the subject of the Postal Service on the Atlantic since Notice was given of the Termination of the Contract with the British and North American Steam Ship Company - - - - - - - - - 91

Postal Service (India and Australia):

405. Further Correspondence relative to the proposed Weekly Mail between the United Kingdom and Bombay (in continuation of Correspondence contained in Paper, No. 9, of Appendix, No. 1, to the Report of the Select Committee (1866), on East India Communications):—Instructions to the Government of India as to the Receipt of Tenders in India in relation to the said Service;—And, Correspondence with the Australian Governments relative to the Mail Services with those Colonies (so far as relates to India) - - - - - - - 99

405—I. Ditto, so far as relates to the Australian Colonies - - - - - 139

Postal Service (India and China):

312. Advertisements and Forms of Tender for the New Postal Services to India and China, recently issued from the Post Office - - - - - p. 165

395. Correspondence between the Treasury and Post Office relative to the Subdivision of the New East India and China Mail Service, and Advertisement calling for Tenders for the Service - - - - - - - - - - - 183

Postal Service (Spanish West India Mail Steam Packet Company):

9. Contract with the Spanish West India Mail Steam Packet Company for the Conveyance of Her Majesty's Mails betwixt St. Thomas and Havana, and intermediate Ports - - - - - - - - - - - - 187

Postal Service (West Indies):

3. Return from the Post Office of certain Particulars connected with the Receiving and Delivery of Letters carried by the Royal Mail Steam Company's Vessels, between this Country and the West Indies, extending from the 2nd March 1864 to the 2nd March 1866, both days inclusive; the Return to be made for each Day during the Period (in continuation of Paper, No. 337, of Session 1866) 193

315. Memorials addressed to the Postmaster General by the Merchants and others of London and elsewhere, in 1864, 1865, and 1867, recommending Falmouth as a Packet Station, and Memorial from the Chamber of Commerce of Falmouth in 1867:—Correspondence between the Post Office and the Union Steam Ship Company, as to the inconvenience of landing and embarking Mails at Plymouth:—And, Resolutions of the Committee of the House of Commons in 1841, appointed to inquire into the relative merits of the different Ports - 197

316. Memorials addressed to the Treasury from the Ports of Plymouth, Falmouth, Dartmouth, and Southampton, and from other places, respecting the Removal of the West India Mails from Southampton, with Replies thereto;—And, Correspondence between the Treasury, the Board of Trade, the Post Office, the Royal Mail Steam Company, and the Admiralty, in reference to the proposed Change - - - - - - - - - - - - - 231

Post Office:

549. Number of Surveyors, Inspectors, Postmasters, Postmasters' Clerks, and other Persons employed in the Service of the Post Office in the United Kingdom on Sundays:—Number of Post Offices in the United Kingdom which are Open to the Public on Sundays:—Names of all Post Towns in the United Kingdom where there is a Delivery of Letters on Sunday:—Names of all Post Towns in the United Kingdom (irrespective of London and its Suburbs) where there is No Delivery of Letters on Sunday:—Number of Rural Post Messengers that work on Sundays, delivering Letters over the same Extent of District as on Week Days:—Number of Rural Post Messengers that do not work on Sundays:—Number of Rural Post Messengers who work on Sundays but do not deliver over so great an Extent of District as on Week Days:—And, Names of all Post Towns where there is a Delivery of Letters by Letter Carriers on Sunday, and where, in consequence of Individual Requests, Letters are kept over till the Monday's Delivery - - - - - - 303

Post Office Savings Banks:

170. Account of all Deposits Received and Paid under the Authority of the Act 24 Vict. c. 14, during 1866, and of the Expenses incurred from the Commencement of Business, on 16th September 1861 to 31st December 1866, together with a Statement of the Total Amount due at the close of 1866 to all Depositors:—Account of the Sums Received and Paid by the Commissioners for the Reduction of the National Debt, on account of the Fund for the Post Office Savings Banks, per Act 24 Vict. c. 14, from 1st January 1866 to 31st December 1866 - - - - - - - - - - - - 313

Public Debts:

416. Cases in which the Treasury have Compounded a Public Debt or Reduced the Interest thereon within the last Ten Years, &c. - - - - - 317

Public Officers:

259. Treasury Minute cautioning Public Officers from having recourse to Political Influence in order to obtain Increase of Salary or Allowances - - 323

Public Works (Ireland):

381. Rules or Regulations made by the Commissioners of Public Works in Ireland respecting Applications for Loans and Advances under the 7th Section of the Act 10 & 11 Vict. c. 32:—And, Applications for Advances made to the Commissioners of Public Works in Ireland by Persons having such Interests or Estates in Land as are mentioned in the 7th Section of the Act 10 & 11 Vict. c. 32, &c. - - - - - - - - - - - - - p. 325

Public Works Loan Commissioners:

326. Funds at the Disposal of the Public Works Loan Commissioners in England for Advances under the Act 29 & 30 Vict. c. 72, s. 1, and Amount and Nature of Applications for which Funds are required - - - - - - 327

Refreshment Houses:

489. Number of Licensed Refreshment Houses in each Municipal Borough in England containing, according to the last Census, more than 30,000 Inhabitants, and Aggregate Number in all other Places, the Keepers of which held Licenses for the Sale of Wine only, or for the Sale of Wine and Beer to be drunk on the Premises, for the Years 1861 to 1866, with the Number of Convictions against the Keepers of such Houses respectivsly - - - - - - 329

Revenue Departments, 1865-6:

26. Appropriation of the Sums granted by Parliament for the Salaries and other Effective Services, and for the Superannuations and other Non-effective Services of the several Revenue Departments, for the Year ended 31st March 1866 - 331

Revenue (Ireland):

530. Abstract of the Net Produce of the Revenue of Ireland paid into the Exchequer in the Year ended the 31st March 1867:—Net Public Income and Expenditure of Ireland:—Amount of Duties of Excise in each Inland Revenue District of Ireland:—Amount of Duties of Customs collected at each Port of Ireland:—And, Amount of Stamp Duties collected in Dublin, and in each Stamp District of Ireland, in the Year ended the 31st March 1867 (in continuation of Paper, No. 490, of Sess. 1866) - - - - - - - - - - 349

Revenue (Scotland):

393. Statements as to the State of Collection of Revenue in the various Districts in Scotland issued by the Board of Inland Revenue in Edinburgh, from the 1st January up to and including the 1st March 1867:—And, State of the Collection of Revenue in each District in Scotland on the 1st March 1867 (in continuation of Papers, No. 223 of Sess. 1865, and No. 324 of Sess. 1866) - - 355

Royal Commissions:

261. Royal Commissions issued from the Year 1861 to the present time; Date and Duration of each Commission; Subject-matter of Inquiry; Number and Names of the Commissioners; whether Paid or Unpaid; and Total Expenses, &c. (in continuation of Paper, No. 317, of Sess. 1862) - - - - 361

Russian Dutch Loan:

25. Account of the Sums which have been paid and applied within the Year 1866, by virtue of an Act, 55 Geo. 3, c. 115, intituled, "An Act for carrying into effect a Convention between His Majesty and the King of the Netherlands, and the Emperor of All the Russias, for paying and satisfying the Interest on the part of Loan," &c. - - - - - - - - - - 383

Sardinian Loan:

23. Account of the Total Sums issued out of the Consolidated Fund, and advanced to His Majesty the King of Sardinia, by virtue of the Acts 18 Vict. c. 17, and 19 & 20 Vict. c. 39; and also of the Sums received to 31st December 1866, for Interest and Sinking Fund thereof - - - - - - - 385

Savings Banks:

175. Number of Depositors, and of Charitable Institutions and Friendly Societies depositing their Funds in Savings Banks, and of the Sums deposited, divided into Classes, from 20th November 1865 to 20th November 1866; and various other Returns relating to Savings Banks (in continuation of Paper, No. 212, of Sess. 1866) - - - - - - - - - - - 387

Savings Banks—*continued.*

175-I. Weekly and Total Increase or Decrease of Sums Paid or Withdrawn by the Trustees of Savings Banks, between the 20th November 1865 and 20th November 1866, with the Amounts of Stock Purchased or Sold by the Commissioners for the Reduction of the National Debt, and Amount of Uninvested Balances in the Hands of the said Commissioners on account of Savings Banks, during the same Period (in continuation of Paper, No. 212-I., of Sess. 1866) p. 403

403. Return from each Savings Bank in England and Wales, Scotland, and Ireland, containing the Names of the Officers, Salaries and Allowances; Amount of Security; Number of Accounts remaining Open; Total Amount owing to Depositors; Total Amount invested with the National Debt Commissioners; Rate of Interest paid to Depositors, and the Average Rate of Interest on all Accounts; Total Amount of the separate Surplus Fund on the 20th November 1866; the Rate per Centum on Capital for the Expenses of Management; Annual Number of Receipts from Depositors; Annual Number of Payments; Average Amount of Receipts; Average Amount of Payments; Number and Amount of Annuities granted; Annual Expenses of Management, for the Year ended 20th November 1866, &c. (in continuation of Paper, No. 322, of Sess. 1866), 407

Savings Banks and Friendly Societies (National Debt Account):

53. Account of the Gross Amount of all Sums Received and Paid by the Commissioners for the Reduction of the National Debt on account of Banks for Savings and Friendly Societies; and Expenses incurred; &c. - - 507

Sea Fishery (Scotland and Ireland):

248. Gross Amount granted by Parliament for Encouragement of Sea Fishery in Scotland for Ten Years, and Fees Levied on the Fishing Trade, and payable into the Exchequer:—And, similar Return for Ireland for Ten Years ending 1866 - - - - - - - - - - - - 517

Seamen's Savings Banks:

278. Account of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1856, 19 & 20 Vict. c. 41, during the Year ended 20th November 1866, and of the Interest thereon - - 519

Societies:

75. Number of Societies which have deposited their Rules with the Registrars of Friendly Societies, in England, Scotland, and Ireland, respectively, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established (so far as relates to Societies in England) - - - - - 521

75-I. Ditto (so far as relates to Societies in Ireland) - - - - - 549

75-II. Ditto (so far as relates to Societies in Scotland) - - - - - 551

Stamp Distributors:

534. Stamp Distributors and Sub-Distributors in Great Britain and Ireland, Revenue received by each, and Amount of Poundage paid to each, in the Year ending 31st March 1867; also, Amount of Security given to the Crown by each Distributor or Sub-Distributor, and Total Gross Revenue from Stamps in Great Britain and Ireland, and the Cost of Collection:—Places in Great Britain whereat a Stamp Distributor or Sub-Distributor resides, but which are not Stations for the Residence of an Excise Officer or Supervisor; and the Places whereat an Excise Officer or Supervisor is resident, but at which there is no Stamp Distributor or Sub-Distributor:—And, Names of those Stamp Distributors or Sub-Distributors in Scotland who are also Receivers of Taxes, showing the Amount of Revenue received by each from Stamps and Taxes respectively, and the Remuneration paid to each, in the Year ending 31st March 1867; and also the Names of all the Places whereat each Distributor receives Taxes, the Number of Times each Place is Visited by him for this Purpose, and the Amount of Revenue received each Time at each Place, during the same Year; also the Number of Assessors of Assessed Taxes and of Clerks to the Commissioners of Supply in Scotland who are paid Poundage, with the Total Amount paid to each within the Year, ending 31st March 1867 - - 727

Statute Law Commission:

404. Total Sum Expended by or under Authority from the Statute Law Commission, or for or upon the Consolidation of Statute Law from the Date of the last printed Return down to the present Time:—Total Sum Voted during the same Period for that Commission, or for or upon the Consolidation of Statute Law, and the short material Particulars of such Expenditure:—Minutes of Proceedings of the Statute Law Commission, in continuation of the last printed Return:—And, List of all Bills prepared and approved for any of the above Purposes, distinguishing such as have been passed into Law from those which have not been so passed, and the several Dates of such Preparation and Approval - p. 557

Succession Duty (Ireland):

348. Amount of Property on which Succession Duty was Charged in Ireland for each of the Seven Years 1860, 1861, 1862, 1863, 1864, 1865, and 1866, distinguishing the Amount Charged under the several Rates of £.1, £.3, £.5, £.6, and £.10 per Cent., and the Amount of Duty paid in each of the said Years, under each Rate of £.1, £.3, £.5, £.6, and £.10 per Cent. - - - - 563

Superannuations (Public Offices):

155. Allowances or Compensations granted as Retired Allowances or Superannuations in all Public Offices or Departments which remained payable on the 1st of January 1866; the Annual Amount which was granted in the Year 1866; the Annual Amount which ceased within the Year; and the Total Amount remaining payable on the 31st December 1866 - - - - - 565

Taxes and Imposts:

545. Rates of all Taxes and Imposts from which the Imperial Revenue of the United Kingdom is raised; together with the Gross Amount yielded by each Tax or Impost, showing the Total Gross Revenue in the Year ending the 31st March 1867; and, Aggregate Amount of Revenue for the previous Year - - 619

Treasure Trove:

508. Objects coming under the Denomination of Treasure Trove which have been claimed by the Solicitor of the Treasury on behalf of the Crown, between 10th May 1866 and 10th May 1867, &c. (in continuation of Paper, No. 354, of Sess. 1866):—And, of all Objects of Treasure Trove unaccounted for from 1st January 1859 to 10th May 1867 - - - - - - - 633

Treasury Chest:

131. Account showing all the Sums which have been Received into the Treasury Chest (late Commissariat Chest Account), and which have been Paid out of the same, between the 1st April 1865 and the 31st March 1866, and of the Assets and Liabilities of the Chest on the latter Day - - - - - 635

Woods, Forests, and Land Revenues:

28. Accounts of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended 31st March 1866 - - - - - 657

Works and Public Buildings:

27. Receipt and Expenditure of the Moneys Granted or otherwise Received and Appropriated in the Department under the Control or Management of the Commissioners of Her Majesty's Works and Public Buildings, in the Year ended 31st March 1866 - - - - - - - - - 673

LICENCES (WINE AND BEER, &c.)

RETURN to an Order of the Honourable The House of Commons, dated 19 March 1867;—*for*,

A RETURN "of the Number of LICENCES granted by the BOARD of INLAND REVENUE within every CITY and BOROUGH, and within the COUNTY beyond the Limits thereof, in *England* and *Wales*, in 1866; distinguishing Licences under the Certificates of Justices of the Peace; under the Act 1 Will. 4., c. 64; under the Act 23 & 24 Vict. c. 27; under both those Acts for the Sale of Wine and Beer; and Licences for the Sale by Wholesale (in continuation of Parliamentary Paper, No. 4, of Session 1864)."

(*Mr. Ayrton.*)

Ordered, by The House of Commons, *to be Printed*,
21 *June* 1867.

RETURN of the Number of LICENCES granted by the BOARD of INLAND REVENUE within every CITY and BOROUGH, and within the COUNTY beyond the limits thereof, in *England* and *Wales*, in 1866; distinguishing Licences under the Certificates of Justices of the Peace; under the Act 1 Will. 4, c. 64; under the Act 23 & 24 Vict. c. 27; under both those Acts, for the Sale of Wine and Beer, and Licences for the Sale by Wholesale (in continuation of Parliamentary, Paper No. 4, of Session 1864).

COUNTIES, CITIES, AND BOROUGHS.	Licences under Certificates of Justices of the Peace for the Sale of				Licences under the Act of 1 Will. 4, c. 64, for the sale of		Licences under the Act of 23 & 24 Vict. c. 37, for the Sale of		Licences held together under both of those Acts, for the Sale of Beer and Wine.	Licences for the Sale by Wholesale of				
	Beer only.	Beer and Wine only.	Beer and Spirits only.	Beer, Wine, and Spirits.	Beer to be consumed on the Premises.	Beer not to be consumed on the Premises.	Wine to be consumed on the Premises.	Wine not to be consumed on the Premises.		Beer.	Beer and Wine.	Beer and Spirits.	Wine and Spirits.	Beer, Wine, and Spirits.
ANGLESEA:														
Beaumaris district	5	–	115	24	14	1	–	4	–	1	–	–	–	–
Rest of county	5	–	154	32	3	–	–	4	–	–	–	–	–	–
BEDFORD:														
Bedford	–	–	53	37	137	12	10	16	4	8	1	–	4	8
Rest of county	24	–	549	125	472	43	2	32	1	31	–	–	5	4
BERKS:														
Abingdon	10	–	38	10	15	–	1	3	1	–	–	–	1	–
Reading	1	–	57	47	143	11	–	9	1	8	–	–	2	3
Wallingford	–	–	9	8	21	–	–	1	–	1	–	–	2	1
Windsor	2	–	3	35	42	1	7	6	6	–	–	–	1	2
Rest of county	10	–	434	140	375	54	8	15	6	13	–	–	5	4
BRECON:														
Brecknock	2	–	49	21	2	–	–	1	–	–	–	–	–	–
Rest of county	6	–	272	59	129	3	3	4	1	1	–	1	1	–
BUCKINGHAM:														
Aylesbury	3	–	143	29	120	8	–	5	–	4	–	–	2	1
Buckingham	–	–	35	12	14	3	–	3	–	4	–	–	–	1
Marlow, Great	–	–	24	7	41	2	–	1	–	1	–	–	1	1
Wycombe	2	–	59	12	44	–	–	5	–	1	–	–	1	–
Rest of county	3	–	483	149	342	42	3	33	4	18	–	2	5	1
CAMBRIDGE:														
Cambridge	37	–	150	1	54	10	–	–	1	3	–	3	–	–
Rest of county	73	–	622	129	698	41	2	25	2	28	–	7	3	3
CARDIGANSHIRE:														
Cardigan district	74	–	114	36	–	–	–	6	–	8	–	3	–	–
Rest of county	1	–	204	15	15	–	–	2	–	3	–	–	–	–
CARMARTHENSHIRE:														
Carmarthen and Llanelly	32	–	181	24	19	2	–	3	–	7	–	–	3	1
Rest of county	17	–	531	32	28	–	–	4	–	3	–	–	1	–
CARNARVONSHIRE														
Carnarvon district	1	–	126	68	13	–	1	10	–	3	–	–	–	–
Rest of county	2	–	197	81	47	1	–	3	1	–	–	1	–	1
CHESTER:														
Birkenhead	4	–	–	94	220	26	8	4	9	5	–	2	–	4
Chester	2	–	44	98	94	12	4	2	3	7	–	1	1	3
Macclesfield	–	–	69	63	56	–	–	6	–	3	–	–	2	1
Stockport	–	–	8	127	121	–	4	–	4	8	2	2	2	7
Rest of county	8	–	478	496	928	53	17	28	22	47	–	3	4	4

COUNTIES, CITIES, AND BOROUGHS.	Licences under Certificates of Justices of the Peace for the Sale of				Licences under the Act of 1 Will. 4, c. 64, for the Sale of		Licences under the Act of 23 & 24 Vict. c. 37, for the Sale of		Licences held together under both of those Acts, for the Sale of Beer and Wine.	Licences for the Sale by Wholesale of				
	Beer only.	Beer and Wine only.	Beer and Spirits only.	Beer, Wine, and Spirits.	Beer to be consumed on the Premises.	Beer not to be consumed on the Premises.	Wine to be consumed on the Premises.	Wine not to be consumed on the Premises.		Beer.	Beer and Wine.	Beer and Spirits.	Wine and Spirits.	Beer, Wine, and Spirits.
CORNWALL:														
Bodmin	–	–	11	8	3	–	–	1	–	–	–	–	–	–
Helston	–	–	9	14	5	1	–	–	–	1	–	–	–	–
Launceston	–	–	7	11	1	2	–	2	–	2	–	3	1	–
Liskeard	–	–	7	11	3	–	–	–	–	–	–	–	–	1
Penryn and Falmouth	–	–	21	35	20	4	2	4	2	–	–	–	1	2
St. Ives	1	–	15	5	5	–	–	–	–	–	–	–	–	–
Truro	–	–	21	24	26	–	2	3	2	3	–	–	1	1
Rest of county	2	–	491	181	234	6	5	15	3	13	–	1	4	2
CUMBERLAND:														
Carlisle	1	–	81	65	13	–	1	4	–	–	–	–	–	–
Cockermouth	–	–	31	17	16	1	–	2	–	–	–	–	–	–
Whitehaven	–	–	68	43	13	3	–	2	–	–	–	–	2	1
Rest of county	1	1	612	228	232	7	1	15	3	1	–	2	1	–
DENBIGH:														
Denbigh District	7	–	73	48	25	1	–	3	1	1	–	4	–	–
Rest of county	4	–	235	47	160	–	1	–	–	1	–	–	–	–
DERBY:														
Derby	–	–	1	–	1	–	1	–	–	–	–	–	–	–
Rest of county	–	–	341	181	383	14	8	9	5	27	–	–	–	3
DEVON:														
Ashburton	–	–	11	4	2	–	–	1	–	–	–	–	–	–
Barnstaple	4	–	57	23	2	–	–	1	–	2	–	–	1	–
Dartmouth	–	–	15	9	7	1	2	2	2	–	–	–	–	–
Devonport	8	–	50	138	213	10	4	2	5	6	–	–	–	3
Exeter	–	–	149	105	41	3	10	3	6	–	–	–	–	–
Honiton	–	–	14	12	2	1	–	1	–	–	–	–	–	–
Plymouth	4	1	48	106	225	7	3	4	13	16	1	–	6	12
Tavistock	–	–	7	14	1	1	–	2	–	1	–	1	1	–
Tiverton	–	–	22	21	6	3	–	3	–	–	–	–	1	–
Totnes	2	1	13	12	3	1	–	–	–	2	–	–	–	–
Rest of county	6	–	1,091	311	267	60	8	36	11	17	3	3	2	12
DORSET:														
Bridport	–	–	18	9	38	4	–	2	3	1	–	–	3	–
Dorchester	1	–	19	18	5	–	1	2	1	–	–	–	2	1
Lyme Regis	–	–	11	7	9	3	–	1	–	1	–	1	–	–
Poole	–	–	40	6	40	2	1	2	–	2	–	–	1	2
Shaftesbury	–	–	7	9	1	–	–	1	–	–	–	–	–	2
Wareham	1	–	19	8	6	–	–	–	–	1	–	–	–	1
Weymouth	2	–	36	25	42	–	4	3	2	1	–	2	3	4
Rest of county	5	–	266	100	243	58	–	15	1	2	–	–	4	5
DURHAM:														
Durham	–	–	42	50	13	1	–	1	–	6	–	–	4	1
Gateshead	–	–	72	56	87	12	2	1	2	3	–	–	1	–
South Shields	–	1	122	65	93	22	–	3	2	5	–	–	2	–
Sunderland	–	–	139	134	313	21	32	7	17	9	–	3	4	4
Rest of county	–	–	995	507	757	39	61	42	65	30	–	7	20	14
ESSEX:														
Colchester	14	2	81	38	46	5	2	3	–	11	–	1	4	4
Harwich	1	–	15	12	8	–	–	2	1	1	–	–	–	1
Maldon	2	–	13	8	9	–	2	2	1	2	–	–	1	1
Rest of county	148	2	661	537	988	145	8	52	48	126	2	3	14	12
FLINT:														
Flint District	6	–	81	38	25	–	1	2	2	1	–	–	–	–
Rest of county	11	1	215	48	91	1	3	–	1	1	–	–	–	2
GLAMORGAN:														
Cardiff District	6	–	31	112	206	–	6	7	4	11	2	–	4	3
Merthyr Tydvil	7	–	199	96	281	3	2	9	1	7	–	–	1	–
Swansea District	5	–	222	127	211	1	3	4	3	10	–	–	1	3
Rest of county	26	–	558	137	539	2	1	17	2	4	–	1	2	–

COUNTIES, CITIES, AND BOROUGHS.	Licences under Certificates of Justices of the Peace for the Sale of				Licences under the Act of 1 Will. 4, c. 64, for the Sale of		Licences under the Act of 23 & 24 Vict. c. 37, for the Sale of		Licences held together under both of those Acts, for the Sale of Beer and Wine.	Licences for the Sale by Wholesale of				
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GLOUCESTER:														
Bristol	–	–	142	337	745	20	17	12	17	33	8	11	33	8
Cheltenham	–	–	22	70	148	15	3	13	6	4	–	–	3	4
Cirencester	–	–	17	14	15	5	1	5	1	1	–	–	4	1
Gloucester	–	1	31	74	73	3	1	1	–	8	1	1	3	10
Stroud	6	–	117	26	140	15	–	11	–	7	–	–	2	4
Tewkesbury	–	–	9	17	21	–	–	2	1	1	–	–	2	–
Rest of county	6	–	404	240	785	69	5	11	7	21	1	2	–	9
HANTS:														
Andover	3	–	19	8	9	1	2	–	1	5	1	3	3	1
Christchurch	–	–	29	3	18	–	–	3	–	–	–	1	–	1
Lymington	–	–	20	6	12	2	1	3	–	–	–	1	–	3
Newport (Isle of Wight)	3	–	52	22	17	5	–	2	–	3	–	2	3	1
Petersfield	–	–	22	8	3	8	–	3	–	–	–	–	–	–
Portsmouth	9	–	121	179	715	16	3	21	13	5	–	4	4	15
Southampton	–	–	66	94	355	13	7	18	7	11	1	–	7	14
Winchester	4	–	59	23	40	3	2	4	1	2	–	–	1	3
Rest of county	44	4	721	310	844	82	9	65	7	28	2	14	18	19
HEREFORD:														
Hereford	–	–	40	64	39	1	1	2	1	6	1	1	3	3
Leominster	–	–	19	18	5	1	–	2	–	5	–	–	1	1
Rest of county	5	–	170	94	192	6	–	6	–	6	–	1	1	–
HERTFORD:														
Hertford	1	–	27	22	25	3	–	2	–	2	–	–	–	2
Rest of county	83	–	613	197	758	60	1	32	1	27	–	1	14	11
HUNTINGDON:														
Huntingdon	3	–	19	8	29	1	–	2	–	–	–	–	1	1
Rest of county	33	–	208	45	251	35	–	10	–	2	–	–	2	2
KENT:														
Canterbury	2	–	132	38	16	–	3	2	2	8	–	2	4	1
Chatham	2	3	39	54	106	–	–	3	6	1	–	1	–	5
Dover	6	1	111	68	25	–	1	5	1	2	–	2	2	4
Greenwich	1	1	17	257	175	1	34	9	43	5	2	8	7	1
Hythe	5	–	49	28	16	3	1	3	1	5	–	–	–	5
Maidstone	–	–	23	47	96	16	–	5	3	6	–	–	4	1
Rochester	1	–	45	36	44	1	–	4	–	5	–	–	2	–
Sandwich	1	–	83	31	28	–	2	8	–	1	–	–	–	1
Rest of county	7	1	893	844	1,062	84	51	120	72	58	12	12	14	22
LANCASTER:														
Ashton-under-Lyne	–	–	8	73	95	–	1	1	1	–	–	–	1	4
Blackburn	–	–	61	133	297	3	–	1	1	–	–	–	–	7
Bolton	–	–	2	119	251	6	1	4	14	3	–	–	2	2
Bury	1	–	1	76	122	1	–	1	3	4	–	–	1	2
Clitheroe	–	–	11	23	21	2	–	3	–	–	–	–	1	1
Lancaster	–	–	27	35	36	–	–	2	–	3	–	–	1	4
Liverpool	2	2	15	1,911	1,011	5	93	41	84	65	11	14	121	75
Manchester	–	–	2	501	2,483	110	105	25	208	75	10	13	47	67
Oldham	–	–	44	147	242	2	3	7	4	2	1	1	–	2
Preston	–	–	46	181	258	–	4	2	3	7	8	3	8	10
Rochdale	–	–	17	78	135	8	3	3	3	4	–	–	1	5
Salford	–	–	1	108	432	15	9	4	18	10	–	–	–	2
Warrington	–	–	21	71	66	–	2	2	2	1	–	–	2	2
Wigan	–	–	32	83	100	–	1	5	1	1	–	–	–	3
Rest of county	4	–	934	1,706	3,949	112	65	68	102	46	15	11	11	37
LEICESTER:														
Leicester	6	–	187	92	235	9	4	8	4	21	–	5	2	14
Rest of county	9	–	635	122	254	28	4	10	2	81	–	2	8	2

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LINCOLN:														
Boston	1	–	15	31	42	4	–	3	–	26	–	2	1	3
Grantham	–	–	20	27	46	3	4	–	2	1	–	1	2	2
Grimsby	–	–	43	37	45	4	–	1	–	5	–	2	–	–
Lincoln	–	–	56	54	52	8	–	–	–	5	–	1	1	3
Stamford	8	–	37	23	5	1	–	2	–	1	–	–	2	–
Rest of county	15	–	854	333	698	95	4	32	3	48	1	25	17	22
MERIONETH:														
The county	1	1	81	51	11	–	1	5	–	–	–	–	1	–
MIDDLESEX:														
Finsbury	–	–	7	709	381	17	67	38	57	6	2	1	21	27
London, City of	1	–	11	632	184	1	39	10	76	19	3	5	388	53
Marylebone	2	1	3	605	276	20	59	76	43	25	1	1	22	58
Tower Hamlets	–	–	67	1,111	1,265	36	232	47	212	28	5	9	11	16
Westminster	2	9	16	884	167	4	86	34	55	11	–	–	145	37
Rest of county	4	1	242	877	979	56	27	109	63	28	2	11	13	54
MONMOUTH:														
Monmouth District	6	–	66	103	189	4	4	5	4	9	–	–	5	–
Rest of county	8	–	319	194	472	4	2	4	3	13	–	–	4	–
MONTGOMERY:														
Montgomery District	1	–	83	39	21	–	2	3	–	7	–	1	1	–
Rest of county	2	–	138	22	38	–	–	2	–	–	–	–	–	–
NORFOLK:														
Lynn Regis	23	–	97	31	14	–	–	1	–	2	–	2	4	2
Norwich	49	–	420	128	62	2	3	9	3	6	–	2	3	2
Thetford	–	–	13	5	13	1	–	1	–	–	–	–	1	1
Yarmouth	–	–	100	85	104	5	2	6	2	8	–	1	2	–
Rest of county	56	–	825	255	518	58	4	36	4	35	3	4	7	15
NORTHAMPTON:														
Northampton	1	–	12	56	227	5	1	3	8	1	–	–	9	3
Peterborough	–	–	20	37	80	6	1	2	1	3	–	2	2	3
Rest of county	7	–	485	157	297	113	4	34	5	57	1	2	10	6
NORTHUMBERLAND:														
Berwick-on-Tweed	–	–	82	17	2	–	–	1	–	3	–	–	2	–
Morpeth	–	–	30	24	29	–	–	1	–	–	–	–	3	2
Newcastle-on-Tyne	–	1	125	313	345	45	50	10	49	47	4	5	26	9
Tynemouth	1	1	107	83	75	9	1	4	1	6	1	4	–	–
Rest of county	2	–	540	167	140	7	9	12	8	8	2	2	5	3
NOTTINGHAM:														
East Retford	1	–	21	16	5	–	–	–	–	4	–	–	–	–
Newark	3	–	23	31	28	2	1	8	–	2	–	–	–	–
Nottingham	11	–	109	142	224	24	18	8	17	19	–	1	2	2
Rest of county	6	–	412	76	205	24	3	11	3	15	–	1	–	–
OXFORD:														
Banbury	–	–	9	29	17	–	–	3	–	1	–	1	3	3
Oxford	20	–	132	–	120	30	–	–	–	4	–	2	–	–
Woodstock	2	–	32	4	4	–	–	2	–	1	–	–	–	–
Rest of county	19	–	480	124	282	55	2	19	3	15	–	3	7	2
PEMBROKE:														
Haverfordwest District	13	–	95	24	4	–	–	3	–	12	–	–	–	–
Pembroke District	24	2	128	31	2	–	–	4	–	1	–	1	–	–
Rest of county	14	–	248	8	7	–	–	2	–	2	–	–	–	–

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RADNOR:														
Radnor District	–	–	26	21	11	–	–	1	–	2	–	–	–	–
Rest of county	1	–	53	11	28	1	–	–	–	–	–	–	–	–
RUTLAND:														
The county	1	–	58	17	59	5	1	2	2	3	–	–	–	–
SHROPSHIRE:														
Bridgnorth	–	–	26	21	19	–	–	2	–	3	1	2	1	–
Ludlow	1	–	33	24	4	–	–	–	–	–	–	–	1	–
Shrewsbury	–	–	13	150	24	–	8	7	–	20	3	8	11	4
Wenlock	–	–	6	12	6	–	–	1	–	1	–	–	–	–
Rest of county	9	–	691	204	630	33	1	22	1	28	5	32	15	5
SOMERSET:														
Bath	–	–	81	97	132	12	5	7	4	5	1	–	4	2
Bridgwater	–	–	24	36	40	–	2	1	2	1	–	1	5	–
Frome	–	–	22	11	15	2	–	3	–	1	–	–	1	2
Taunton	–	2	32	32	41	–	–	4	–	1	–	1	2	–
Wells	1	1	12	13	15	3	–	1	–	–	–	–	–	–
Rest of county	2	–	566	299	778	117	9	25	10	9	1	4	13	8
STAFFORD:														
Lichfield	2	–	46	17	9	–	–	1	–	2	–	1	3	1
Newcastle-under-Lyne	–	–	37	26	63	2	1	4	1	13	–	2	1	2
Stafford	–	–	34	33	45	–	1	2	–	2	–	1	1	4
Stoke-upon-Trent	–	–	36	110	490	4	16	13	15	97	–	9	3	4
Walsall	6	–	99	70	121	5	12	5	9	14	–	1	2	1
Wolverhampton	16	–	443	313	773	25	26	8	18	59	3	6	9	14
Rest of county	34	–	933	577	1,851	68	53	41	41	166	–	17	11	9
SUFFOLK:														
Bury St. Edmunds	–	–	31	36	29	4	1	2	–	3	1	–	4	1
Eye	–	–	13	2	3	–	–	2	–	1	–	1	–	1
Ipswich	5	–	77	74	165	3	4	8	4	11	1	12	1	2
Rest of county	4	1	550	310	497	75	12	44	11	71	–	3	11	15
SURREY:														
Guildford	–	–	20	22	24	2	2	5	–	–	1	–	3	2
Lambeth	–	–	3	275	305	14	34	30	68	5	–	–	8	13
Reigate	–	–	8	31	40	1	–	4	–	3	–	–	1	3
Southwark	–	–	19	566	462	18	–	11	66	22	–	1	14	3
Rest of county	–	–	498	697	864	60	4	27	14	43	2	10	17	24
SUSSEX:														
Arundel	–	–	6	6	10	1	–	3	–	–	–	1	–	2
Brighton	–	1	42	218	296	13	26	33	20	5	1	6	7	28
Chichester	7	–	19	19	36	2	–	4	–	1	–	2	–	2
Hastings	–	–	21	59	54	5	9	7	4	5	–	1	–	11
Horsham	–	–	8	11	32	–	–	1	–	–	–	–	2	1
Lewes	–	–	10	22	44	3	–	4	–	–	–	1	4	2
Midhurst	–	–	9	4	11	10	–	2	1	–	–	–	–	–
Rye	–	–	16	9	5	2	–	2	–	3	–	–	–	–
Shoreham	–	–	6	9	10	–	2	1	2	–	–	–	–	–
Rest of county	4	–	369	324	419	45	13	79	8	9	2	3	5	15
WARWICK:														
Birmingham	1	–	45	649	1,427	13	174	23	167	48	5	3	22	7
Coventry	6	–	179	70	3	–	–	3	–	7	–	2	2	1
Tamworth	2	–	25	23	12	7	1	3	–	2	–	–	1	1
Warwick	1	–	27	34	11	1	1	2	–	1	–	–	–	3
Rest of county	1	–	387	288	255	29	15	18	23	36	–	1	7	3

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WESTMORLAND:														
Kendall	–	–	–	–	1	–	–	–	–	–	–	–	1	–
Rest of county	–	–	109	56	10	2	1	3	1	–	–	–	1	1
WILTS:														
Calne	–	–	1	6	3	1	–	1	–	–	–	–	1	–
Chippenham	1	–	6	16	7	1	1	1	1	–	–	–	3	–
Cricklade	–	–	25	24	55	2	–	5	–	3	–	–	1	3
Devizes	–	–	14	13	4	–	–	1	1	–	–	–	2	1
Malmesbury	3	–	7	7	6	1	1	1	–	2	–	–	–	–
Marlborough	–	–	20	7	3	–	–	2	–	–	–	2	1	1
Salisbury	–	–	38	23	12	–	–	2	2	2	–	1	3	4
Westbury	–	–	14	6	8	1	–	2	–	–	–	–	–	2
Wilton	–	–	12	3	3	–	–	–	–	–	–	–	1	–
Rest of county	3	–	384	137	225	82	1	10	1	7	–	–	7	–
WORCESTER:														
Bewdley	5	–	14	8	8	–	–	2	–	2	–	1	–	–
Droitwich	–	–	7	8	16	–	–	1	–	1	–	–	–	–
Dudley	26	–	166	63	87	9	–	–	2	5	–	1	2	2
Evesham	–	–	15	14	5	–	1	–	–	1	–	–	2	–
Kidderminster	7	–	60	31	26	–	2	3	2	3	1	–	–	1
Worcester	–	–	83	96	59	5	11	6	6	6	–	1	2	8
Rest of county	25	1	474	272	539	59	31	21	35	17	–	2	5	3
YORK:														
Beverley	–	–	45	27	23	2	–	1	–	1	–	1	–	–
Bradford	1	–	11	123	395	55	–	9	18	117	–	–	2	5
Halifax	–	–	1	74	99	14	6	5	4	11	–	–	3	7
Huddersfield	–	–	27	81	111	1	8	10	8	13	1	–	–	4
Hull	–	–	312	213	220	52	33	20	32	103	–	50	36	36
Knaresborough	1	–	18	22	6	–	–	1	–	4	–	–	–	1
Leeds	–	–	87	304	517	101	70	19	73	64	–	–	11	20
Malton	–	–	5	30	11	–	–	2	–	–	–	–	1	–
Northallerton	–	–	17	7	1	–	1	1	1	–	–	1	–	1
Pontefract	–	–	24	18	4	1	–	2	–	–	–	5	–	–
Richmond	–	–	12	12	1	–	–	3	–	1	–	2	–	3
Ripon	–	–	16	22	11	1	–	3	–	–	–	1	1	3
Scarborough	–	–	106	76	50	–	5	9	1	8	–	8	7	7
Sheffield	1	–	212	368	844	116	27	9	32	83	–	1	3	6
Thirsk	1	–	18	14	–	–	–	4	–	–	–	–	1	–
Wakefield	–	–	56	65	41	2	–	6	5	1	–	–	2	1
Whitby	–	–	45	22	15	–	–	7	–	2	–	1	1	–
York	–	–	89	131	75	22	7	9	6	12	–	1	2	1
Rest of county	2	–	2,682	1,355	1,976	118	75	120	98	154	–	26	30	16

Inland Revenue Office,
17 June 1867.

W. M. Moxon,
Chief Accountant for Excise.

LICENCES (WINE AND BEER, &c.)

RETURN of the Number of Licences granted by the Board of Inland Revenue within every City and Borough, and within the County beyond the Limits thereof, in *England* and *Wales*, in 1866, &c. (in continuation of Parliamentary Paper, No. 4, of Session 1864).

(*Mr. Ayrton.*)

Ordered, by The House of Commons, *to be Printed*, 21 *June* 1867.

Under 1 *oz.*

LOAN SOCIETIES.

ABSTRACT of Accounts of Loan Societies in *England* and *Wales*, to 31st December 1866; by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

[*All Shillings and Pence are omitted.*]

(*Presented pursuant to* 3 & 4 *Vict. c.* 110, *s.* 27.)

Ordered, by The House of Commons, *to be Printed,*
27 *June* 1867.

ABSTRACT of Accounts of Loan Societies in *England* and *Wales*, to 31 December 1866;

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND:		£. s. d.	£. s. d.	£. s. d.			£. s. d.
BEDFORD	Bedford Mutual Loan Society, Bath Hotel, Cauldwell-street, Bedford.	354 – –	601 – –	1,316 – –	276	257	– –
BUCKS	Loan Society, King's Arms, Colnbrook	58 – –	180 – –	300 – –	44	42	– –
	Loan Society, Floral Arms, Alpha-street, Slough.	65 – –	56 – –	65 – –	15	14	– –
CAMBRIDGE	Equitable Loan Society, 21, Malcolm-street, Cambridge.	780 – –	750 – –	1,900 – –	371	346	20 – –
	Temperance Equitable Loan Society, Newman's Coffee House, Sussex-street, Cambridge.	574 – –	302 – –	1,011 – –	221	191	9 – –
CHESHIRE	Loan Society, 7, Mill-street, Congleton	– –	1,304 – –	2,197 – –	408	400	30 – –
	Working Man's Mutual Loan Society, Infants' School Room, Crewe.	484 – –	1,848 – –	3,467 – –	670	620	46 – –
	Independent Loan Society, Albion Inn, Market-place, Hyde.	73 – –	425 – –	478 – –	132	127	6 – –
	Friends of Labour Loan Society, Stag's Head, Princess-street, Staleybridge.	110 – –	102 – –	232 – –	86	86	3 – –
	Rechabite Equitable Loan Society, Temperance Hall, St. Peter's-square, Stockport.	75 – –	1,870 – –	2,235 – –	380	349	40 – –
DEVON	Odd Fellows Loan Society, Bear-street, Barnstaple.	159 – –	153 – –	429 – –	93	93	3 – –
	Loan Society, 92, High-street, Barnstaple.	25 – –	900 – –	2,600 – –	650	600	21 – –
	The Exeter Loan Society, Golden Ball, Mary Arches-street, Exeter.	136 – –	277 – –	352 – –	86	81	– –
	Friends of Labour Loan Society, Odd Fellows' Arms, New North Road, Exeter.	331 – –	488 – –	782 – –	183	177	1 – –
	The St. Sidwell Friends of Labour Loan Society, Duke of York Inn, St. Sidwell's-street, Exeter.	125 – –	118 – –	244 – –	67	64	– –
	Loan Society, Three Cranes Inn, South-street, Exeter.	258 – –	425 – –	668 – –	233	229	13 – –
	Exeter Providential Loan Society, Dove Inn, 37, South-street, Exeter.	29 – –	18 – –	6 – –	12	9	– –
	Working Men's Equitable Loan Society, 54, Union-place, Stonehouse, Plymouth.	303 – –	841 – –	2,869 – –	987	878	73 – –
	Working Men's Equitable Loan Society, Post-office Lane, Tavistock.	802 – –	721 – –	1,501 – –	400	385	9 – –
ESSEX	Working Men's Mutual Loan Society, Co-operative Stores, Bridge-street, Halstead.	237 – –	755 – –	1,176 – –	292	284	1 – –
	Lion and Lamb Loan Society, Chapel-street, West Ham.	166 – –	94 – –	186 – –	62	60	– –
	Loan Society, Greyhound Inn, West Ham-lane, West Ham.	48 – –	86 – –	150 – –	36	32	– –
	Loan Society, Lord Gough Tavern, West Ham.	53 – –	36 – –	93 – –	32	32	– –
	Loan Society, King's Head Inn, West Ham.	79 – –	183 – –	452 – –	59	59	– –
	Fishermen's Loan Society, Bell Inn, Leigh.	– –	289 – –	743 – –	284	138	– –
	Loan Society, Peter Boat, Leigh	– –	– –	1,136 – –	– –	142	– –
	Friends of Labour Loan Society, Albert Victor Tavern, Burnham-street, Barking-road, Plaistow.	23 – –	46 – –	78 – –	28	25	– –
	Victoria Self-Help Loan Society, Prince Arthur Inn, Woodstock-street, Plaistow Marsh.	65 – –	124 – –	122 – –	34	34	– –
	Friends of Labour Loan Society, Windsor Castle, North Woolwich-road, Plaistow.	218 – –	104 – –	169 – –	30	30	– –
	Loan Society, Castle Inn, Stratford New Town.	160 – –	273 – –	422 – –	76	76	– –

by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
65 – –	78 – –	20 – –	53 – –	2 – –	—	—	—	—	—	—
15 – –	16 – –	5 – –	11 – –	—	—	—	—	—	—	—
3 – –	10 – –	5 – –	4 – –	—	—	—	—	—	—	—
64 – –	84 – –	28 – –	56 – –	—	—	—	—	—	—	—
39 – –	48 – –	22 – –	14 – –	12 – –	20	9	67 – –	34 – –	6 – –	4 – –
129 – –	159 – –	69 – –	90 – –	– –	8	1	9 – –	4 – –	1 – –	—
199 – –	245 – –	55 – –	86 – –	104 – –	75	4	194 – –	130 – –	38 – –	35 – –
28 – –	35 – –	18 – –	14 – –	2 – –	—	—	—	—	—	—
11 – –	14 – –	2 – –	14 – –	—	—	—	—	—	—	—
136 – –	176 – –	74 – –	89 – –	13 – –	76	4	134 – –	56 – –	16 – –	14 – –
14 – –	17 – –	7 – –	– –	– –	3	– –	19 – –	8 – –	5 – –	—
64 – –	85 – –	22 – –	– –	– –	25	– –	33 – –	27 – –	5 – –	5 – –
20 – –	23 – –	6 – –	17 – –	—	—	—	—	—	—	—
39 – –	40 – –	– –	41 – –	—	—	—	—	—	—	—
11 – –	12 – –	4 – –	7 – –	1 – –	—	—	—	—	—	—
33 – –	46 – –	1 – –	43 – –	2 – –	—	—	—	—	—	—
1 – –	1 – –	2 – –	—	—	—	—	—	—	—	—
71 – –	145 – –	66 – –	65 – –	13 – –	9	5	17 – –	13 – –	3 – –	1 – –
53 – –	62 – –	30 – –	2 – –	29 – –	4	1	8 – –	11 – –	2 – –	—
66 – –	69 – –	23 – –	– –	– –	5	—	—	—	—	—
9 – –	9 – –	5 – –	5 – –	—	—	—	—	—	—	—
7 – –	7 – –	4 – –	7 – –	—	—	—	—	—	—	—
4 – –	9 – –	11 – –	—	—	—	—	—	—	—	—
22 – –	22 – –	6 – –	15 – –	—	—	—	—	—	—	—
37 – –	– –	9 – –	– –	28 – –	—	—	—	—	—	—
56 – –	– –	14 – –	– –	42 – –	—	—	—	—	—	—
3 – –	– –	9 – –	—	—	—	—	—	—	—	—
6 – –	– –	5 – –	6 – –	—	—	—	—	—	—	—
9 – –	9 – –	11 – –	8 – –	1 – –	—	—	—	—	—	—
21 – –	37 – –	16 – –	21 – –	– –	4	– –	6 – –	3 – –	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
ESSEX—*continued.*	Loan Society, King's Head Inn, Stratford.	268 – –	474 – –	807 – –	149	149	– –
	Loan Society, Engineers' Arms, Alma-street, Stratford New Town.	91 – –	82 – –	157 – –	52	52	1 – –
	Loan Society, Railway Tavern, Bridge-road, Stratford.	293 – –	502 – –	1,035 – –	169	169	1 – –
	Loan Society, Chatsworth Arms, Chatsworth-road, Stratford.	77 – –	108 – –	255 – –	61	60	– –
	Loan Society, Lord Henniker, The Grove, Stratford.	19 – –	185 – –	204 – –	24	24	– –
	Loan Society, Angel Inn, High-street, Stratford.	87 – –	81 – –	139 – –	30	30	– –
	Loan Society, Shakspeare's Head, High-street, Stratford.	21 – –	39 – –	59 – –	16	16	– –
	Loan Society, Yorkshire Grey, High-street, Stratford.	59 – –	116 – –	193 – –	41	39	– –
	Loan Society, Railway Hotel, Martin-street, Stratford.	214 – –	266 – –	302 – –	79	79	– –
	Loan Society, Foresters' Arms, Waddington-street, Stratford New Town.	31 – –	89 – –	86 – –	28	26	– –
HANTS – –	United Loan Society, 62, Staunton-street, Landport, Portsea.	1,023 – –	1,107 – –	2,116 – –	604	460	38 – –
	Equitable Loan Society, 46, Hertford-street, Landport, Portsmouth.	– –	49 – –	– –	– –	– –	– –
	Loan Society, Queen's Hotel, Albert-road, Southampton.	79 – –	158 – –	230 – –	56	41	2 – –
HEREFORD –	Loan Fund Society, 50, Commercial-street, Hereford.	– –	752 – –	2,031 – –	738	539	6 – –
HERTS – –	Loan Society, Queen's Arms, Great Berkhampstead.	59 – –	74 – –	170 – –	38	38	– –
KENT – – –	Loan Society, British Oak, Old Dover-road, Blackheath.	181 – –	270 – –	617 – –	54	54	2 – –
	Loan Society, George and Dragon, Blackheath-hill.	189 – –	391 – –	368 – –	63	59	2 – –
	Loan Society, Mitre Tavern, The Friars, Canterbury.	78 – –	197 – –	456 – –	81	64	2 – –
	Loan Society, White Horse, New Charlton.	118 – –	338 – –	661 – –	167	164	11 – –
	United Working Men's Loan Society, Horse and Groom, Greenwich-road, Charlton.	210 – –	528 – –	947 – –	218	209	13 – –
	Mutual Loan Society, Bull's Head Inn, High-street, Dartford.	134 – –	259 – –	422 – –	59	55	2 – –
	United Loan Society, Woodman Inn, Dartford.	48 – –	73 – –	74 – –	20	15	– –
	Unitarian Benefit Loan Society, 140, Lower-street, Deal.	593 – –	549 – –	1,697 – –	499	480	13 – –
	Loan Society, Princess of Wales, Albert-street, Deptford.	81 – –	69 – –	114 – –	36	32	1 – –
	Loan Society, Trinity Arms, Church-street, Deptford.	25 – –	19 – –	27 – –	16	9	– –
	Loan Society, Star of Temperance Coffee-house, 1, Church-street, Deptford.	72 – –	83 – –	152 – –	26	26	– –
	Loan Society, Queen's Arms, Douglas-street, Deptford.	819 – –	2,042 – –	2,753 – –	320	303	15 – –
	Loan Society, West Kent Yeoman, Edward-street, Deptford.	571 – –	33 – –	571 – –	90	80	3 – –
	Loan Society, 19, Evelyn-street, Deptford.	275 – –	103 – –	1,189 – –	152	152	6 – –
	Loan Society, Globe Tavern, 199, Evelyn-street, Deptford.	136 – –	172 – –	223 – –	90	62	2 – –
	Loan Society, Telegraph Tavern, Evelyn-street, Deptford.	574 – –	761 – –	1,470 – –	290	282	10 – –
	Loan Society, Railway Tavern, Hamilton-street, Deptford.	164 – –	250 – –	390 – –	102	89	1 – –
	Loan Society, Globe Coffee-house, High-street, Deptford.	447 – –	624 – –	1,168 – –	334	299	23 – –
	Workman's Improved Loan Society, Pilot, High-street, Deptford.	29 – –	45 – –	88 – –	24	24	– –
	No. 3 Working Man's Friendly Loan Society, Prince Regent, High-street, Deptford.	69 – –	45 – –	41 – –	16	11	– –
	No. 2 Working Man's Friendly Loan Society, Princess of Wales, Mornington-road, Deptford.	224 – –	333 – –	613 – –	77	77	4 – –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
44 – –	44 – –	13 – –	44 – –	—	—	—	—	—	—	—
7 – –	15 – –	6 – –	8 – –	—	—	—	—	—	—	—
51 – –	52 – –	14 – –	38 – –	—	—	—	—	—	—	—
12 – –	18 – –	6 – –	7 – –	4 – –	—	—	—	—	—	—
10 – –	10 – –	11 – –	– –	– –	9	– –	34 – –	33 – –	1 – –	1 – –
6 – –	7 – –	3 – –	6 – –	—	—	—	—	—	—	—
2 – –	3 – –	3 – –	3 – –	—	—	—	—	—	—	—
9 – –	9 – –	5 – –	9 – –	—	—	—	—	—	—	—
15 – –	15 – –	6 – –	16 – –	5 – –	—	—	—	—	—	—
4 – –	4 – –	6 – –	5 – –	– –	2	– –	2 – –	2 – –	—	—
126 – –	164 – –	34 – –	81 – –	50 – –	11	1	25 – –	25 – –	– –	3 – –
– –	– –	1 – –	– –	– –	11	2	3 – –	4 – –	1 – –	—
11 – –	17 – –	9 – –	7 – –	7 – –	—	—	—	—	—	—
84 – –	91 – –	7 – –	40 – –	43 – –	4	– –	7 – –	6 – –	—	—
5 – –	12 – –	3 – –	7 – –	1 – –	—	—	—	—	—	—
22 – –	25 – –	19 – –	22 – –	1 – –	—	—	—	—	—	—
18 – –	20 – –	18 – –	20 – –	– –	13	1	26 – –	21 – –	5 – –	1 – –
29 – –	31 – –	6 – –	28 – –	—	—	—	—	—	—	—
33 – –	44 – –	14 – –	28 – –	– –	53	3	26 – –	17 – –	8 – –	8 – –
47 – –	60 – –	22 – –	36 – –	1 – –	24	– –	50 – –	50 – –	5 – –	5 – –
20 – –	23 – –	12 – –	21 – –	1 – –	3	– –	2 – –	2 – –	—	—
3 – –	4 – –	9 – –	3 – –	– –	9	– –	14 – –	124 – –	5 – –	1 – –
56 – –	69 – –	23 – –	48 – –	5 – –	—	—	—	—	—	—
5 – –	6 – –	1 – –	6 – –	– –	1	1	3 – –	—	—	—
1 – –	1 – –	4 – –	1 – –	—	—	—	—	—	—	—
8 – –	126 – –	4 – –	7 – –	– –	3	– –	12 – –	1 – –	—	—
137 – –	153 – –	60 – –	145 – –	7 – –	30	2	200 – –	– –	8 – –	4 – –
29 – –	33 – –	23 – –	– –	2 – –	—	—	—	—	—	—
59 – –	65 – –	15 – –	65 – –	65 – –	16	2	65 – –	30 – –	6 – –	4 – –
13 – –	14 – –	2 – –	14 – –	1 – –	10	– –	14 – –	7 – –	—	—
73 – –	83 – –	29 – –	82 – –	6 – –	92	16	358 – –	304 – –	9 – –	5 – –
19 – –	21 – –	4 – –	20 – –	1 – –	12	1	39 – –	10 – –	1 – –	– –
58 – –	– –	38 – –	– –	– –	12	– –	19 – –	5 – –	1 – –	1 – –
4 – –	4 – –	3 – –	4 – –	—	—	—	—	—	—	—
2 – –	2 – –	2 – –	2 – –	—	—	—	—	—	—	—
31 – –	35 – –	1 – –	34 – –	– –	1	– –	8 – –	8 – –	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
KENT—*continued.*	Loan Society, Fishing Smack, Stowage, Deptford.	101 - -	228 - -	178 - -	37	37	- -
	Loan Society, Steam Packet, Stowage, Deptford.	- -	552 - -	742 - -	130	115	4 - -
	Working Man's Friendly Loan Society, Prince of Wales, Tanner's-hill, Deptford.	129 - -	223 - -	270 - -	52	52	1 - -
	Loan Society, King of Prussia Inn, Union-street, Deptford.	185 - -	394 - -	392 - -	84	67	3 - -
	Loan Society, Lord Clyde, Wotton-road, Deptford.	226 - -	268 - -	516 - -	100	100	3 - -
	Loan Society, Park Tavern, Eltham -	92 - -	78 - -	155 - -	59	46	1 - -
	Loan Society, White Hart Inn, Erith -	50 - -	58 - -	80 - -	16	16	- -
	Mutual Loan Society, Druids' Arms, Lord-street, Gravesend.	332 - -	361 - -	765 - -	185	151	9 - -
	Loan Society, 2, Queen's-place, Blackheath-road, Greenwich.	420 - -	835 - -	1,343 - -	230	220	7 - -
	Loan Society, Woodman Inn, George-street, Greenwich.	19 - -	54 - -	55 - -	- -	21	- -
	Loan Society, Red Lion, Green-lane, Greenwich.	113 - -	268 - -	284 - -	48	48	1 - -
	Loan Society, Druid's Arms, Straight's Mouth, Greenwich.	82 - -	215 - -	267 - -	32	32	3 - -
	Loan Society, Crown Inn, Trafalgar-road, East Greenwich.	362 - -	681 - -	- -	168	166	7 - -
	Loan Society, Duke of Wellington, Woolwich-road, Greenwich.	325 - -	785 - -	1,162 - -	148	146	7 - -
	Working Man's Mutual Loan Society, Rodney Head Inn, North-street, Herne Bay.	160 - -	511 - -	727 - -	97	90	3 - -
	Loan Society, New Tiger's Head, Lee Green.	82 - -	83 - -	123 - -	37	34	- -
	Loan Society, White Hart Inn, High-road, Lewisham.	349 - -	701 - -	647 - -	212	210	6 - -
	Loan Society, Dredging Smack Inn, King-street, Milton next Sittingbourne.	116 - -	304 - -	390 - -	66	52	- -
	Mutual Loan Society, Dover Castle, Dover road, Northfleet.	45 - -	23 - -	99 - -	24	24	- -
	Working Men's Loan Society, Duke of Cambridge Inn, Bloomfield-road, Plumstead.	227 - -	878 - -	1,710 - -	370	341	26 - -
	Loan Society, 3, Raglan-road, Plumstead.	296 - -	784 - -	1,563 - -	330	294	34 - -
	Loan Society, 26, St. James'-place, Plumstead.	135 - -	442 - -	899 - -	181	171	14 - -
	Industrial Loan Society, Shipwrights' Arms, High street, Mile Town, Sheerness.	1,030 - -	1,045 - -	2,205 - -	594	587	35 - -
	Equitable Loan Society, 6, Stride-row, Mile Town, Sheerness.	39 - -	39 - -	74 - -	40	35	1 - -
	Factory Mutual Loan Society, Victory Tavern, Mile Town, Sheerness.	267 - -	561 - -	1,254 - -	360	347	21 - -
	Whitstable and Seasalter Working Men's Mutual Loan Society, Queen's Head Inn, Whitstable.	158 - -	264 - -	597 - -	76	62	4 - -
	Dockyard and Woolwich Working Men's Loan Society, Black Eagle Inn, Church-street, Woolwich.	428 - -	1,750 - -	3,186 - -	722	675	48 - -
	Loan Society, Castle Inn, Edward-street, Woolwich.	105 - -	994 - -	1,840 - -	515	413	36 - -
	Loan Society, Admiral Inn, Frances-street, Woolwich.	302 - -	344 - -	767 - -	257	198	2 - -
	Equitable Loan Society, North Pole Inn, St. Mary-street, Woolwich.	333 - -	1,465 - -	2,671 - -	625	565	41 - -
	Men of Kent Loan Society, 2, Oak-street, Woolwich.	212 - -	217 - -	585 - -	221	208	11 - -
	Confidential Loan Society, Navy Arms, Queen-street, Woolwich.	308 - -	1,207 - -	2,235 - -	512	480	38 - -
	Mechanics' Loan Society, Sand-street, Woolwich.	12 - -	46 - -	84 - -	32	32	1 - -
LANCASHIRE -	Loan Society, Market House, Market-place, Ashton-under-Lyne.	88 - -	119 - -	210 - -	38	37	1 - -
	Union Loan Society, 21, Acresfield, Bolton.	1,642 - -	6,076 - -	9,220 - -	2,850	2,780	213 - -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
8 – –	9 – –	11 – –	8 – –	– –	2	– –	9 – –	3 – –	18 – –	—
37 – –	42 – –	23 – –	40 – –	2 – –	—	—	—	—	—	—
14 – –	15 – –	5 – –	14 – –	8 – –	—	—	—	—	—	—
20 – –	23 – –	31 – –	22 – –	– –	40	2	135 – –	95 – –	16 – –	6 – –
25 – –	29 – –	11 – –	28 – –	5 – –	5	2	23 – –	10 – –	1 – –	1 – –
7 – –	19 – –	13 – –	8 – –	2 – –	—	—	—	—	—	—
4 – –	4 – –	1 – –	3 – –	—	—	—	—	—	—	—
38 – –	48 – –	20 – –	40 – –	1 – –	1	– –	1 – –	—	—	—
67 – –	74 – –	28 – –	74 – –	– –	7	2	18 – –	4 – –	7 – –	—
2 – –	3 – –	2 – –	2 – –	—	—	—	—	—	—	—
14 – –	15 – –	13 – –	15 – –	– –	6	1	21 – –	9 – –	– –	1 – –
10 – –	13 – –	4 – –	—	—	—	—	—	—	—	—
55 – –	62 – –	22 – –	62 – –	– –	15	2	30 – –	25 – –	3 – –	2 – –
58 – –	65 – –	21 – –	58 – –	– –	10	– –	24 – –	22 – –	1 – –	—
36 – –	39 – –	2 – –	33 – –	3 – –	6	1	40 – –	34 – –	1 – –	1 – –
6 – –	7 – –	4 – –	7 – –	4 – –	—	—	—	—	—	—
57 – –	64 – –	30 – –	62 – –	7 – –	10	1	73 – –	20 – –	2 – –	—
19 – –	309 – –	12 – –	20 – –	277 – –	—	—	—	—	—	—
5 – –	5 – –	2 – –	1 – –	5 – –	—	—	—	—	—	—
85 – –	111 – –	35 – –	68 – –	8 – –	84	– –	193 – –	168 – –	15 – –	20 – –
64 – –	99 – –	32 – –	66 – –	– –	54	4	98 – –	64 – –	5 – –	5 – –
44 – –	59 – –	8 – –	45 – –	– –	23	– –	37 – –	37 – –	3 – –	4 – –
101 – –	136 – –	38 – –	95 – –	3 – –	16	– –	20 – –	14 – –	3 – –	2 – –
2 – –	3 – –	2 – –	3 – –	1 – –	3	—	—	—	—	—
62 – –	84 – –	20 – –	58 – –	6 – –	12	1	11 – –	10 – –	1 – –	1 – –
29 – –	34 – –	5 – –	30 – –	—	—	—	—	—	—	—
159 – –	208 – –	53 – –	144 – –	10 – –	68	– –	116 – –	72 – –	11 – –	10 – –
92 – –	128 – –	30 – –	70 – –	27 – –	97	– –	168 – –	168 – –	17 – –	19 – –
39 – –	55 – –	10 – –	– –	45 – –	9	– –	17 – –	17 – –	– –	1 – –
133 – –	175 – –	41 – –	141 – –	66 – –	126	– –	220 – –	95 – –	18 – –	16 – –
29 – –	42 – –	24 – –	10 – –	18 – –	—	—	—	—	—	—
111 – –	150 – –	35 – –	96 – –	17 – –	87	1	59 – –	48 – –	14 – –	16 – –
4 – –	5 – –	1 – –	2 – –	1 – –	—	—	—	—	—	—
10 – –	12 – –	4 – –	– –	1 – –	– –	– –	– –	– –	– –	1 – –
461 – –	674 – –	277 – –	372 – –	25 – –	123	57	384 – –	364 – –	69 – –	66 – –

COUNTY.	NAME OF SOCIETY AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
LANCASHIRE—*cont^d.*	New Loan Society, 5, Bark-street, Bolton	- - -	1,631 - -	3,460 - -	799	710	54 - -
	Benefit Loan Society, 50, Bullock-street, Little Bolton.	5,986 - -	5,948 - -	8,911 - -	2,171	2,035	162 - -
	Public Loan Society, 168, Deansgate, Bolton.	4,217 - -	4,111 - -	9,381 - -	1,963	1,874	147 - -
	Commercial Loan Society, 111, Newport-street, Bolton.	100 - -	2,536 - -	4,630 - -	1,390	1,290	104 - -
	Loan Society, Globe Inn, 31, Union-street, Lower Broughton.	104 - -	98 - -	203 - -	31	31	2 - -
	Loan Society, 5, Cole-street, Burnley -	92 - -	400 - -	358 - -	239	229	18 - -
	United Loan Society, 15, Curzon-street, Burnley.	270 - -	211 - -	- - -	- -	- -	- -
	Independent Odd Fellows Loan Society, Albion Inn, White Lion-street, Burnley.	32 - -	57 - -	125 - -	- -	- -	2 - -
	Loan Society, 74, George-street, Bury -	- - -	1,799 - -	3,310 - -	685	658	51 - -
	Loan Society, Angel Inn, Haughton, near Denton.	56 - -	125 - -	248 - -	56	52	3 - -
	Loan Society, 79, Chester-street, Hulme	400 - -	5,936 - -	2,281 - -	1,484	1,187	111 - -
	Atlas Loan Society, 79, Chester-street, Hulme.	240 - -	2,142 - -	1,590 - -	740	428	55 - -
	Operative Loan Society, Wellington Inn, City-road, Hulme.	35 - -	38 - -	65 - -	8	8	1 - -
	Loan Society, Neptune Inn, 61, Crown-street, Hulme.	12 - -	9 - -	16 - -	10	10	- -
	Loan Society, 21, Duke-street, Hulme -	1,921 - -	1,721 - -	9,044 - -	1,620	1,507	121 - -
	Loan Society, 20, Radnor-street, Hulme	191 - -	304 - -	775 - -	242	232	16 - -
	Co-operative Loan Society, 8, Rutland-street, Hulme.	335 - -	389 - -	818 - -	155	149	11 - -
	Public Loan Society, 32, Russell-street, Liverpool.	1,170 - -	5,367 - -	10,918 - -	3,592	1,718	269 - -
	Derby Working Man's Loan Society, 41, Stanley-street, Liverpool.	17 - -	321 - -	175 - -	40	35	3 - -
	Loan Society, 3, Bradford-road, Manchester.	63 - -	188 - -	319 - -	104	115	5 - -
	Loan Society, Bradford-road Inn, Bradford-road, Manchester.	16 - -	2 - -	26 - -	18	18	- -
	Jenny Lind Loan Society, 165, Ridgway-street, Bradford-road, Manchester.	167 - -	154 - -	306 - -	66	64	3 - -
	Loan Society, 4, Great Bridgwater-street, Manchester.	- -	5,658 - -	10,214 - -	1,283	1,140	100 - -
	Philanthropic Loan Society, 46, Butler-street, Manchester.	- -	653 - -	1,160 - -	240	189	14 - -
	Working Man's Loan Society, 7, Chapel-street, Manchester.	250 - -	1,985 - -	7,550 - -	2,010	1,785	138 - -
	Loan Society, 30, Chorlton-street, Manchester.	116 - -	170 - -	350 - -	140	133	8 - -
	Working Man's Co-operative Loan Society, Oliver Cromwell Inn, Church-street, Longsight, Manchester.	178 - -	152 - -	314 - -	98	93	5 - -
	Working Man's Mutual Loan Society, 14, Coden-street, Manchester.	1 - -	101 - -	169 - -	30	30	2 - -
	Good Intent Loan Society, 8, Fairfield-street, London-road, Manchester.	512 - -	512 - -	1,210 - -	240	220	18 - -
	Perseverance Loan Society, 13, Frederick-street, Manchester.	381 - -	357 - -	771 - -	103	98	7 - -
	Loan Society, 14, Fortune-street, Manchester.	107 - -	226 - -	534 - -	130	129	6 - -
	Good Intent, No. 2, Loan Society, 12, Garratt-street, Manchester.	200 - -	78 - -	200 - -	52	52	3 - -
	Loan Society, 46, Higher Ardwick, Manchester.	90 - -	705 - -	2,202 - -	792	626	59 - -
	Mutual Loan Society, 29, Naylor-street, Manchester.	412 - -	416 - -	1,082 - -	365	350	24 - -
	Loan Society, Touchstone Tavern, 152, Oldham-road, Manchester.	1,689 - -	161 - -	390 - -	101	100	7 - -
	Loan Society, 55, Prussia-street, Manchester.	105 - -	560 - -	2,100 - -	- -	464	35 - -
	Garibaldi Loan Society, Moulders' Arms, 9, Walter-street, Travis-street, Manchester.	185 - -	279 - -	526 - -	144	137	8 - -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
180 – –	260 – –	120 – –	150 – –	24 – –	90	24	270 – –	40 – –	35 – –	20 – –
297 – –	460 – –	104 – –	317 – –	38 – –	246	104	390 – –	283 – –	103 – –	94 – –
469 – –	616 – –	221 – –	361 – –	34 – –	287	102	318 – –	297 – –	49 – –	39 – –
231 – –	335 – –	129 – –	205 – –	1 – –	106	38	129 – –	125 – –	24 – –	23 – –
10 – –	12 – –	3 – –	7 – –	1 – –	2	– –	2 – –	2 – –	—	—
52 – –	70 – –	30 – –	29 – –	10 – –	—	—	—	—	—	—
– –	– –	4 – –	– –	– –	7	4	26 – –	25 – –	6 – –	4 – –
6 – –	8 – –	2 – –	4 – –	4 – –	—	—	—	—	—	—
163 – –	215 – –	89 – –	76 – –	48 – –	56	13	79 – –	63 – –	19 – –	15 – –
15 – –	19 – –	8 – –	5 – –	6 – –	—	—	—	—	—	—
296 – –	408 – –	181 – –	197 – –	29 – –	230	3	480 – –	290 – –	18 – –	11 – –
53 – –	109 – –	43 – –	59 – –	6 – –	183	1	145 – –	85 – –	13 – –	7 – –
3 – –	6 – –	4 – –	2 – –	3 – –	—	—	—	—	—	—
– –	1 – –	1 – –	—	—	—	—	—	—	—	—
226 – –	347 – –	150 – –	144 – –	53 – –	290	– –	480 – –	440 – –	24 – –	14 – –
32 – –	49 – –	18 – –	25 – –	5 – –	8	2	16 – –	6 – –	1 – –	1 – –
40 – –	52 – –	9 – –	24 – –	18 – –	—	—	—	—	—	—
545 – –	835 – –	252 – –	356 – –	225 – –	250	77	436 – –	336 – –	113 – –	56 – –
9 – –	12 – –	12 – –	—	—	—	—	—	—	—	—
19 – –	19 – –	6 – –	15 – –	3 – –	6	– –	13 – –	4 – –	6 – –	—
1 – –	1 – –	1 – –	—	—	—	—	—	—	—	—
19 – –	22 – –	11 – –	9 – –	2 – –	1	—	—	—	—	—
440 – –	550 – –	110 – –	424 – –	16 – –	122	2	344 – –	150 – –	14 – –	13 – –
29 – –	44 – –	30 – –	16 – –	– –	57	– –	100 – –	54 – –	7 – –	6 – –
251 – –	389 – –	161 – –	163 – –	65 – –	185	2	258 – –	245 – –	18 – –	17 – –
17 – –	27 – –	17 – –	17 – –	– –	4	– –	4 – –	—	—	—
18 – –	24 – –	7 – –	9 – –	6 – –	—	—	—	—	—	—
8 – –	10 – –	4 – –	5 – –	—	—	—	—	—	—	—
30 – –	58 – –	21 – –	37 – –	– –	6	– –	15 – –	5 – –	2 – –	—
50 – –	57 – –	36 – –	15 – –	62 – –	—	—	—	—	—	—
28 – –	35 – –	10 – –	27 – –	27 – –	—	—	—	—	—	—
9 – –	13 – –	3 – –	9 – –	—	—	—	—	—	—	—
73 – –	132 – –	63 – –	64 – –	5 – –	44	1	50 – –	47 – –	4 – –	3 – –
54 – –	78 – –	48 – –	26 – –	4 – –	20	– –	16 – –	9 – –	2 – –	1 – –
19 – –	28 – –	13 – –	18 – –	—	—	—	—	—	—	—
55 – –	90 – –	45 – –	48 – –	– –	3	– –	2 – –	2 – –	—	—
26 – –	35 – –	9 – –	17 – –	20 – –	7	2	11 – –	6 – –	1 – –	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
LANCASHIRE—*cont^d.*	Working Man's Good Intent Mutual Loan Society, 48, St. Andrew's-street, Manchester.	1,107 - -	1,085 - -	2,288 - -	610	470	45 - -
	Middleton and Tonge Provident Loan Society, Long-street, Middleton.	- -	4,227 - -	4,349 - -	803	791	59 - -
	Openshaw Loan Society, 33, Mount Pleasant, Ashton Old Road, Openshaw.	512 - -	524 - -	1,271 - -	399	392	29 - -
	Union Loan Society, Queen's Arms, Queen-street, Rusholme.	57 - -	485 - -	667 - -	107	84	10 - -
	Loan Society, Olive Branch, Briggs-street, Salford.	167 - -	135 - -	384 - -	90	90	6 - -
	Loan Society, Rob Roy Tavern, 116, Broughton-road, Salford.	100 - -	72 - -	144 - -	71	70	4 - -
	Victoria Loan Society, 1, Browning-street, Salford.	105 - -	2,100 - -	4,800 - -	950	884	96 - -
	Workman's Loan Society, 65, Bury-street, Salford.	165 - -	270 - -	473 - -	153	133	10 - -
	Loan Society, New Market Inn, 138, Chapel-street, Salford.	78 - -	49 - -	757 - -	189	189	13 - -
	Temperance Friends of Labour Loan Society, 10, Garden-lane, Salford.	150 - -	600 - -	1,100 - -	800	750	30 - -
	Loan Society, 98, Greengate, Salford -	72 - -	74 - -	181 - -	62	60	4 - -
	Oldfield-road Loan Society, 34, Oldfield-road, Salford.	726 - -	1,355 - -	4,394 - -	1,245	1,061	74 - -
	Loan Society, King William the Fourth, Ordsall-lane, Salford.	94 - -	399 - -	397 - -	88	88	5 - -
	Loan Society, Prince of Wales, Ordsall-lane Tavern, Ordsall-lane, Salford.	133 - -	287 - -	608 - -	157	141	8 - -
	Loan Society, Ordsall lane, Salford -	227 - -	275 - -	684 - -	179	165	14 - -
	Provident Loan Society, 6, St. Stephen-street, Salford.	1,083 - -	1,790 - -	3,066 - -	752	723	56 - -
	Ebenezer Loan Society, 12, St. Stephen-street, Salford.	210 - -	1,320 - -	3,650 - -	773	695	58 - -
	Ebenezer Loan Society, 12, St. Stephen-street, Salford.	250 - -	1,762 - -	5,180 - -	1,148	1,076	85 - -
	Loan Society, 6, King-street, Stalybridge	5 - -	1,646 - -	2,511 - -	786	713	41 - -
	Heaton Norris Loan Society, 10, Brinksway-road, Heaton-lane, Stockport.	2,377 - -	2,197 - -	3,470 - -	709	694	53 - -
LEICESTER -	Bond-street Loan Society, 36, Crafton-street, Leicester.	159 - -	2,684 - -	5,184 - -	826	789	26 - -
	St. Margaret's Provident Loan Society, 40*a*, Granby-street, Leicester.	300 - -	297 - -	423 - -	70	60	2 - -
	Millstone-lane Loan Society, 16, Morlidge-street, Leicester.	50 - -	1,593 - -	3,150 - -	661	586	18 - -
	Quorndon and Mount Sorrel Loan Society, Anchor Inn, Mount Sorrel.	110 - -	178 - -	184 - -	73	73	4 - -
	Loan Society, Red Lion Inn, North End, Mount Sorrel.	- -	15 - -	16 - -	17	15	- -
	Friendly Loan Society, Blue Ball Inn, Quorndon.	33 - -	31 - -	15 - -	15	15	- -
LINCOLN - -	Friendly Loan Society, 134, West-street, Boston.	350 - -	330 - -	904 - -	250	250	17 - -
	Tradesmen's Loan Society, Boston -	626 - -	605 - -	2,139 - -	426	303	17 - -
	Loan Society, Exchange Hall, High-street, Grantham.	957 - -	713 - -	2,103 - -	451	412	32 - -
	Albion Loan Society, Ruskington - -	438 - -	181 - -	- -	- -	129	3 - -
	Temperance Loan Society, Temperance Hall, Westgate, Sleaford.	66 - -	402 - -	321 - -	79	59	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Cost incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
104 - -	149 - -	65 - -	97 - -	- -	68	- -	109 - -	25 - -	8 - -	5 - -
217 - -	276 - -	70 - -	113 - -	93 - -	190	13	490 - -	309 - -	25 - -	16 - -
32 - -	61 - -	40 - -	6 - -	13 - -	4	- -	13 - -	4 - -	—	—
34 - -	50 - -	11 - -	35 - -	4 - -	6	- -	31 - -	22 - -	1 - -	4 - -
19 - -	25 - -	8 - -	11 - -	2 - -	—	—	—	—	—	—
7 - -	14 - -	12 - -	2 - -	- -	1	- -	1 - -	—	—	—
234 - -	333 - -	131 - -	148 - -	54 - -	102	2	195 - -	140 - -	8 - -	6 - -
23 - -	34 - -	11 - -	20 - -	2 - -	18	1	14 - -	10 - -	1 - -	1 - -
38 - -	65 - -	28 - -	37 - -	- -	30	- -	90 - -	73 - -	4 - -	4 - -
50 - -	90 - -	50 - -	90 - -	10 - -	50	- -	60 - -	40 - -	10 - -	5 - -
9 - -	13 - -	7 - -	- -	5 - -	3	1	4 - -	3 - -	1 - -	1 - -
206 - -	280 - -	150 - -	129 - -	- -	39	- -	93 - -	41 - -	13 - -	1 - -
19 - -	25 - -	4 - -	21 - -	- -	5	- -	10 - -	5 - -	—	—
30 - -	38 - -	12 - -	23 - -	2 - -	9	2	9 - -	7 - -	1 - -	1 - -
27 - -	44 - -	23 - -	20 - -	- -	50	1	63 - -	30 - -	4 - -	3 - -
154 - -	210 - -	70 - -	140 - -	- -	15	4	46 - -	12 - -	3 - -	1 - -
88 - -	146 - -	67 - -	75 - -	4 - -	71	1	128 - -	95 - -	9 - -	7 - -
123 - -	208 - -	88 - -	93 - -	26 - -	90	2	150 - -	130 - -	10 - -	8 - -
125 - -	167 - -	62 - -	82 - -	21 - -	29	5	41 - -	34 - -	6 - -	8 - -
173 - -	226 - -	70 - -	154 - -	1 - -	18	3	42 - -	41 - -	4 - -	4 - -
259 - -	286 - -	115 - -	159 - -	10 - -	15	- -	42 - -	42 - -	2 - -	2 - -
21 - -	23 - -	10 - -	13 - -	13 - -	—	—	—	—	—	—
157 - -	176 - -	75 - -	72 - -	28 - -	—	—	—	—	—	—
9 - -	13 - -	5 - -	8 - -	- -	30	- -	35 - -	10 - -	5 - -	4 - -
1 - -	—	—	—	—	—	—	—	—	—	—
15 - -	1 - -	1 - -	—	—	—	—	—	—	—	—
30 - -	49 - -	16 - -	31 - -	—	—	—	—	—	—	—
93 - -	110 - -	24 - -	68 - -	17 - -	—	—	—	—	—	—
70 - -	102 - -	51 - -	60 - -	3 - -	15	5	24 - -	15 - -	4 - -	—
21 - -	25 - -	6 - -	1 - -	16 - -	- -	- -	- -	- -	1 - -	—
34 - -	34 - -	3 - -	11 - -	19 - -	3	- -	43 - -	1 - -	2 - -	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX	Loan Society, Albion Tavern, Thornhill-road, Barnsbury.	15 – –	188 – –	185 – –	24	24	– –
	Loan Society, 1, York-place, Barnsbury	57 – –	112 – –	192 – –	49	47	– –
	Mutual Aid Loan Society, Mission Hall, Salem-road, Bayswater.	203 – –	387 – –	595 – –	141	119	1 – –
	Sons of Britannia Mutual Loan Society, Britannia, Cambridge road, Bethnal-green.	26 – –	73 – –	109 – –	30	29	1 – –
	Loan Society, Bell, Church-street, Bethnal Green road.	47 – –	86 – –	110 – –	45	45	– –
	East London Working Men's Sons of Industry Loan Society, Red Cow Tavern, 31, Old Castle-street, Bethnal-green.	101 – –	229 – –	358 – –	107	107	4 – –
	Loan Society, 248, Globe-road, Bethnal-green.	145 – –	120 – –	314 – –	60	60	– –
	Loan Society, Old Friends, Green-street, Bethnal-green.	654 – –	438 – –	820 – –	103	103	7 – –
	Loan Society, George the Fourth, Green-street, Bethnal-green.	113 – –	303 – –	383 – –	82	82	– –
	Friendly Loan Society, 92, Hare-street, Bethnal-green.	– –	1,348 – –	864 – –	251	221	18 – –
	Loan Society, Virginia Planter, 1, Virginia-row, Bethnal-green.	121 – –	179 – –	254 – –	58	58	1 – –
	Loan Society, Bricklayers' Arms, Earl-street, Blackfriars.	55 – –	8 – –	158 – –	47	45	– –
	Working Man's Loan Society, Wheatsheaf, 37, Kenton-street, Brunswick-square, Bloomsbury.	434 – –	1,066 – –	1,003 – –	162	158	44 – –
	Pioneer Working Man's Loan Society, Royal Standard, Little Guildford-street, Russell-square, Bloomsbury.	311 – –	606 – –	845 – –	198	198	– –
	Loan Society, Prince Arthur Tavern, Brunswick-road, Bromley.	98 – –	198 – –	265 – –	76	68	– –
	Loan Society, Harry Tavern, Brunswick-road, Bromley.	53 – –	106 – –	140 – –	36	33	– –
	Loan Society, Harry Tavern, Brunswick-road, Bromley.	75 – –	118 – –	297 – –	36	36	– –
	Loan Society, Hampshire House, Barking-road, Bromley.	166 – –	123 – –	219 – –	69	66	1 – –
	Loan Society, Woolsack, Catherine-street, Bromley.	311 – –	274 – –	274 – –	70	70	– –
	Loan Society, Alma, Cobden-street, Bromley.	26 – –	52 – –	74 – –	32	32	– –
	Phœnix Loan Society, Old Duke of Cambridge, Devon's-road, Bromley.	57 – –	119 – –	150 – –	44	44	1 – –
	Loan Society, Glo'ster Arms, Kirby-street, Bromley.	49 – –	48 – –	48 – –	15	15	– –
	Loan Society, Pendergast Arms, St. Leonard's Road, Bromley.	56 – –	347 – –	153 – –	50	44	– –
	Mutual Loan Society, Chapel-place, Brompton.	479 – –	1,232 – –	1,862 – –	327	312	11 – –
	Loan Society, Grove Tavern, Grove-place, Brompton.	784 – –	1,630 – –	2,918 – –	415	377	– –
	Loan Society, Barley Mow, 20, Harmood-street, Camden-town.	44 – –	115 – –	163 – –	36	36	– –
	Mutual Aid Loan Society, Locomotive Tavern, 1, Upper James-street, Camden-town.	107 – –	697 – –	976 – –	172	164	12 – –
	Loan Society, The Apollo, 14, Upper James-street, Camden-town.	98 – –	364 – –	385 – –	78	74	– –
	Bedford New-town Independent Loan Society, 1, King's-road, Camden-town.	481 – –	919 – –	1,272 – –	216	210	16 – –
	Camden Loan Society, Parr's Head, 73, King's-street, Camden-town.	141 – –	234 – –	450 – –	78	77	– –
	Haverstock Mutual Loan Society, Newberry Arms, 40, Malden-road, Camden-town.	112 – –	131 – –	246 – –	37	36	1 – –
	Camden Mutual Loan Society, St. Martin's Tavern, 18, Pratt-street, Camden-town.	117 – –	115 – –	329 – –	66	66	– –
	Charing Cross Loan Society, Two Chairmen, Warwick-street, Charing Cross.	117 – –	283 – –	332 – –	41	41	– –
	Loan Society, Blenheim Tavern, Bond-street, Chelsea.	419 – –	157 – –	332 – –	45	45	– –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money Paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
9 – –	9 – –	4 – –	11 – –	– –	1	– –	1 – –	—	—	—
9 – –	9 – –	4 – –	9 – –	3 – –	—	—	—	—	—	—
29 – –	30 – –	25 – –	14 – –	12 – –	—	—	—	—	—	—
8 – –	16 – –	5 – –	8 – –	2 – –	1	—	—	—	—	—
5 – –	– –	2 – –	3 – –	—	—	—	—	—	—	—
17 – –	21 – –	8 – –	19 – –	4 – –	2	– –	5 – –	5 – –	—	—
15 – –	211 – –	8 – –	8 – –	3 – –	2	– –	5 – –	5 – –	—	—
41 – –	65 – –	14 – –	46 – –	6 – –	3	– –	26 – –	26 – –	4 – –	4 – –
19 – –	– –	2 – –	17 – –	—	—	—	—	—	—	—
43 – –	62 – –	44 – –	– –	– –	62	12	68 – –	18 – –	11 – –	3 – –
12 – –	14 – –	5 – –	7 – –	—	—	—	—	—	—	—
7 – –	10 – –	– –	11 – –	– –	6	– –	9 – –	7 – –	1 – –	—
50 – –	94 – –	62 – –	– –	32 – –	9	3	41 – –	18 – –	7 – –	3 – –
42 – –	48 – –	23 – –	23 – –	1 – –	—	—	—	—	—	—
13 – –	17 – –	– –	17 – –	– –	—	—	—	—	—	—
7 – –	7 – –	1 – –	2 – –	2 – –	—	—	—	—	—	—
8 – –	14 – –	8 – –	5 – –	1 – –	–	1	– –	3 – –	—	—
10 – –	12 – –	8 – –	– –	10 – –	—	—	—	—	—	—
7 – –	7 – –	17 – –	– –	7 – –	12	– –	68 – –	21 – –	10 – –	3 – –
3 – –	3 – –	– –	4 – –	– –	1	– –	1 – –	—	—	—
7 – –	13 – –	11 – –	7 – –	1 – –	1	—	—	—	—	—
2 – –	2 – –	2 – –	1 – –	1 – –	—	—	—	—	—	—
7 – –	– –	4 – –	5 – –	5 – –	—	—	—	—	—	—
93 – –	139 – –	29 – –	105 – –	4 – –	16	– –	42 – –	16 – –	5 – –	2 – –
145 – –	195 – –	127 – –	48 – –	19 – –	—	—	—	—	—	—
8 – –	9 – –	4 – –	9 – –	—	—	—	—	—	—	—
48 – –	62 – –	34 – –	– –	4 – –	25	1	40 – –	30 – –	3 – –	2 – –
19 – –	20 – –	10 – –	18 – –	– –	6	1	17 – –	9 – –	3 – –	1 – –
63 – –	88 – –	40 – –	47 – –	– –	2	– –	2 – –	2 – –	—	—
21 – –	35 – –	13 – –	19 – –	1 – –	5	– –	14 – –	8 – –	1 – –	—
12 – –	13 – –	8 – –	13 – –	– –	1	– –	5 – –	4 – –	—	—
12 – –	22 – –	10 – –	11 – –	—	—	—	—	—	—	—
16 – –	22 – –	3 – –	17 – –	1 – –	—	—	—	—	—	—
13 – –	21 – –	7 – –	13 – –	1 – –	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Surprise Tavern, Christ Church-terrace, Chelsea.	62 - -	185 - -	198 - -	32	32	- -
	Loan Society, Woodman Tavern, Doyley-street, Chelsea.	331 - -	919 - -	1,760 - -	293	282	20 - -
	Loan Society, Hope and Anchor Tavern, East-street, Chelsea.	115 - -	143 - -	330 - -	69	69	- -
	Loan Society, Royal Eagle, Francis-street, Chelsea.	179 - -	379 - -	566 - -	151	151	- -
	Mutual Loan Society, 12, York-street, Hans-place, Chelsea.	245 - -	497 - -	892 - -	165	161	4 - -
	Loan Society, Lower Schoolroom, King-street, Chelsea.	82 - -	109 - -	302 - -	57	57	- -
	Wetherby Mutual Loan Society, Stanley Arms, King's-road, Chelsea.	36 - -	13 - -	27 - -	7	7	- -
	Temperance Loan Society, Sydney Hall, Leader-street, Chelsea.	995 - -	2,219 - -	3,630 - -	819	708	63 - -
	Loan Society, Phœnix Inn, Smith-street, King's-road, Chelsea.	220 - -	385 - -	699 - -	152	152	- -
	Loan Society, Old Swan, Queen's-road west, Chelsea.	321 - -	319 - -	306 - -	53	53	- -
	Loan Society, Duke of York, Devonshire-road, Chiswick.	256 - -	123 - -	225 - -	49	45	- -
	New Combination Loan Society, Adam and Eve, Jewin-street, Aldersgate-street, City.	37 - -	33 - -	97 - -	24	23	1 - -
	Loan Society, Goldsmith's Arms, Bartholomew-close, City.	57 - -	169 - -	165 - -	33	33	- -
	Loan Society, Coger's Hall, Bride-lane, Fleet-street, City.	120 - -	401 - -	334 - -	56	56	- -
	Loan Society, King's Arms, Bishopsgate Churchyard, City.	239 - -	947 - -	880 - -	120	120	- -
	Loan Society, City Coffee House, 72, Sun-street, Bishopsgate-street, City.	64 - -	119 - -	201 - -	52	52	- -
	West London Loan Society, Rising Sun, Cloth-fair, City.	144 - -	103 - -	41 - -	7	7	- -
	Ancient Britons Loan Society, Old Market House, Farringdon-street, City.	29 - -	49 - -	100 - -	14	14	- -
	Loan Society, The Elephant, 119, Fenchurch-street, City.	165 - -	263 - -	457 - -	67	64	2 - -
	Friendly Provident and Mutual Loan Society, Old Rummer, Old Fish-street Hill, City.	153 - -	301 - -	566 - -	123	123	3 - -
	Mutual Loan Society, Rose and Crown, Dorset-street, Fleet-street, City.	- -	600 - -	650 - -	117	110	14 - -
	Loan Society, Crown and Sugar Loaf, Garlick-hill, City.	124 - -	414 - -	381 - -	74	74	3 - -
	Wire-workers' Industrial Loan Society, 4, Giltspur-street, City.	7 - -	35 - -	47 - -	14	14	- -
	Loan Society, George, East Harding-street, Gough-square, City.	65 - -	46 - -	60 - -	48	48	- -
	Loan Society, Garrick Tavern, Leman-street, City.	146 - -	231 - -	270 - -	64	60	3 - -
	Loan Society, Five Bells, 22, Little Moorfields, City.	358 - -	308 - -	403 - -	144	125	1 - -
	Caxton Mutual Loan Society, White Swan, New-street-square, City.	2 - -	67 - -	- -	- -	- -	- -
	Hand-in-Hand Mutual Friendly Loan Society, White Swan, New-street-square, City.	474 - -	623 - -	1,058 - -	175	175	- -
	Farringdon Loan Society, Wheatsheaf Tavern, 25, West Smithfield, City.	228 - -	449 - -	838 - -	184	162	3 - -
	Loan Society, Blue Anchor, 11, Temple-street, City.	2 - -	27 - -	8 - -	2	2	- -
	Sons of the Thames Friendly Loan Society, White Hart, Upper Thames-street, City.	86 - -	173 - -	236 - -	71	71	- -
	Loan Society, Ben Jonson, Westmoreland-buildings, City.	59 - -	286 - -	173 - -	39	39	- -
	Loan Society, Royal Sovereign, Brook-street, Upper Clapton.	128 - -	197 - -	160 - -	- -	32	- -
	Loan Society, Red Lion Tavern, Brook-street, Upper Clapton.	51 - -	134 - -	181 - -	41	41	- -
	Loan Society, Crown, 10, Back-hill, Clerkenwell.	207 - -	206 - -	235 - -	78	63	1 - -
	Loan Society, Ship Tavern, Berkeley-street, Clerkenwell.	92 - -	445 - -	366 - -	73	73	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
9 - -	18 - -	7 - -	11 - -	—	—	—	—	—	—	—
68 - -	89 - -	36 - -	74 - -	14 - -	10	- -	20 - -	9 - -	1 - -	1 - -
14 - -	- -	6 - -	15 - -	1 - -	—	—	—	—	—	—
26 - -	26 - -	11 - -	26 - -	—	—	—	—	—	—	—
44 - -	48 - -	24 - -	50 - -	26 - -	5	1	26 - -	9 - -	2 - -	2 - -
10 - -	11 - -	4 - -	7 - -	—	—	—	—	—	—	—
1 - -	1 - -	—	—	—	—	—	—	—	—	—
181 - -	276 - -	101 - -	160 - -	18 - -	23	- -	60 - -	32 - -	7 - -	1 - -
34 - -	35 - -	20 - -	15 - -	- -	5	1	11 - -	6 - -	1 - -	—
15 - -	16 - -	9 - -	8 - -	7 - -	—	—	—	—	—	—
11 - -	29 - -	22 - -	9 - -	—	—	—	—	—	—	—
4 - -	6 - -	14 - -	—	—	—	—	—	—	—	—
8 - -	8 - -	- -	9 - -	—	—	—	—	—	—	—
16 - -	27 - -	13 - -	14 - -	—	—	—	—	—	—	—
44 - -	44 - -	- -	44 - -	- -	1	- -	6 - -	—	—	—
10 - -	10 - -	7 - -	3 - -	2 - -	1	- -	2 - -	—	—	—
2 - -	- -	3 - -	- -	- -	1	- -	- -	- -	1 - -	—
5 - -	5 - -	2 - -	5 - -	—	—	—	—	—	—	—
24 - -	26 - -	12 - -	24 - -	—	—	—	—	—	—	—
28 - -	31 - -	17 - -	21 - -	3 - -	3	- -	8 - -	2 - -	1 - -	—
35 - -	40 - -	18 - -	35 - -	- -	6	2	8 - -	6 - -	2 - -	2 - -
19 - -	22 - -	12 - -	19 - -	3 - -	3	- -	7 - -	1 - -	—	—
3 - -	8 - -	5 - -	6 - -	- -	2	- -	6 - -	2 - -	—	—
3 - -	- -	6 - -	3 - -	—	—	—	—	—	—	—
13 - -	17 - -	5 - -	12 - -	—	—	—	—	—	—	—
20 - -	21 - -	12 - -	16 - -	2 - -	- -	2	- -	5 - -	1 - -	1 - -
- -	- -	1 - -	—	—	—	—	—	—	—	—
52 - -	- -	22 - -	66 - -	—	—	—	—	—	—	—
41 - -	45 - -	16 - -	27 - -	—	—	—	—	—	—	—
- -	- -	3 - -	—	—	—	—	—	—	—	—
11 - -	12 - -	3 - -	13 - -	1 - -	4	- -	3 - -	—	—	—
8 - -	8 - -	- -	9 - -	1 - -	—	—	—	—	—	—
8 - -	- -	11 - -	—	—	—	—	—	—	—	—
9 - -	—	—	—	—	—	—	—	—	—	—
17 - -	31 - -	15 - -	15 - -	- -	5	- -	16 - -	4 - -	1 - -	—
18 - -	18 - -	2 - -	16 - -	- -	1	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Queen's Head, Easton-street, Clerkenwell.	155 - -	421 - -	589 - -	119	119	- -
	Loan Society, Morton Arms, Exmouth-street, Clerkenwell.	254 - -	329 - -	254 - -	51	45	- -
	Loan Society, Alton Arms, 6, Jerusalem-passage, Clerkenwell.	39 - -	208 - -	110 - -	24	24	- -
	Loan Society, Baptist Head, St. John's-lane, Clerkenwell.	187 - -	178 - -	173 - -	42	42	1 - -
	The Improved Working Man's Loan Society, Horse and Groom Inn, 87, St. John's-street, Clerkenwell.	73 - -	74 - -	204 - -	69	70	- -
	Good Samaritan Teetotal Mutual Loan Society, Union Hall, 9, St. John's-square, Clerkenwell.	61 - -	190 - -	409 - -	78	77	3 - -
	Loan Society, Bird-in-Hand, Northampton-street, Clerkenwell.	27 - -	135 - -	51 - -	13	12	- -
	Mutual Loan Society, Crown Tavern, Pentonville-road, Clerkenwell.	166 - -	339 - -	427 - -	113	81	1 - -
	North London Mutual Loan Society, Shakespeare's Head, Percival-street, Clerkenwell.	97 - -	519 - -	610 - -	100	97	5 - -
	Working Men's Mutual Loan Society, 46, Lower Rosoman-street, Clerkenwell.	87 - -	56 - -	87 - -	24	24	- -
	Loan Society, 1, Short's-buildings, Clerkenwell.	107 - -	409 - -	540 - -	103	100	- -
	Loan Society, Royal Oak, 14, Spencer-street, Clerkenwell.	291 - -	245 - -	292 - -	66	65	1 - -
	Provident Loan Society, Green Man, New-street, Covent Garden.	74 - -	220 - -	296 - -	58	56	4 - -
	Loan Society, 6, Union-street, Cripplegate.	300 - -	889 - -	750 - -	141	123	3 - -
	Loan Society, Bakers' Arms, Crescent-street, Euston-square.	37 - -	104 - -	103 - -	24	24	- -
	Loan Society, Exmouth Arms, Exmouth-street, Euston-square.	9 - -	213 - -	29 - -	4	2	- -
	Loan Society, Orange Tree, Euston-road.	5 - -	130 - -	6 - -	4	4	- -
	Mutual Provident Loan Society, Adam and Eve, 288, Euston-road.	86 - -	211 - -	400 - -	91	91	- -
	Loan Society, Orange Tree, 234, Euston-road.	69 - -	82 - -	111 - -	39	38	- -
	Workman's Loan Society, 239, Euston-road.	2 - -	178 - -	- -	- -	- -	- -
	Loan Society, Duke of Northumberland, Worship-street, Finsbury.	- -	100 - -	75 - -	- -	- -	- -
	Loan Society, Lord Palmerston, King's-road, Fulham.	106 - -	380 - -	108 - -	11	11	- -
	Loan Society, Hand and Flower Tavern, King's-road, Fulham.	182 - -	431 - -	706 - -	120	113	1 - -
	Newcastle Loan Society, 7, Cambridge-street, Golden-square.	87 - -	214 - -	259 - -	52	52	- -
	Loan Society, Fountain Tavern, New-street, Golden-square.	75 - -	213 - -	293 - -	75	75	- -
	Loan Society, Red Lion, Silver-street, Golden-square.	70 - -	131 - -	367 - -	74	74	- -
	St. James's Loan Society, Bull's Head, Little Windmill-street, Golden-square.	50 - -	100 - -	100 - -	43	43	- -
	St. Mark's Loan Society, 11, Brown-street, Duke-street, Grosvenor-square.	87 - -	122 - -	212 - -	59	59	- -
	Loan Society, Clarendon Arms, 2, North-row, Grosvenor-square.	102 - -	355 - -	425 - -	97	97	1 - -
	Loan Society, Rodney's Head, Robert-street, Grosvenor-square.	64 - -	156 - -	256 - -	69	69	- -
	Loan Society, The George, 53, South-street, Grosvenor-square.	165 - -	340 - -	458 - -	73	69	1 - -
	Loan Society, Earl Amherst, Amherst-road, Hackney.	91 - -	361 - -	531 - -	81	81	1 - -
	Independent Loan Society, Suffolk Arms, Boston-street, Hackney-road.	111 - -	73 - -	185 - -	39	39	3 - -
	Loan Society, Amicable Hall, Hackney-road.	267 - -	726 - -	990 - -	177	177	- -
	De Beauvoir Loan Society, Southgate Arms, 1, Southgate-road, West Hackney.	380 - -	789 - -	1,257 - -	223	197	8 - -
	Loan Society, Green Man, Shacklewell, Hackney.	97 - -	175 - -	340 - -	54	54	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
31 - -	31 - -	12 - -	31 - -	- -	3	- -	2 - -	—	—	—
8 - -	23 - -	11 - -	8 - -	3 - -	—	—	—	—	—	—
5 - -	6 - -	6 - -	6 - -	—	—	—	—	—	—	—
8 - -	9 - -	5 - -	9 - -	9 - -	2	- -	2 - -	1 - -	—	—
10 - -	13 - -	11 - -	11 - -	—	—	—	—	—	—	—
20 - -	24 - -	12 - -	17 - -	2 - -	4	- -	5 - -	2 - -	—	—
2 - -	2 - -	4 - -	4 - -	—	—	—	—	—	—	—
21 - -	22 - -	11 - -	21 - -	3 - -	—	—	—	—	—	—
33 - -	63 - -	29 - -	16 - -	17 - -	8	- -	20 - -	4 - -	3 - -	1 - -
4 - -	- -	1 - -	—	—	—	—	—	—	—	—
27 - -	27 - -	1 - -	24 - -	1 - -	6	- -	20 - -	2 - -	—	—
14 - -	18 - -	3 - -	14 - -	—	—	—	—	—	—	—
14 - -	18 - -	3 - -	22 - -	- -	4	- -	10 - -	7 - -	1 - -	—
37 - -	40 - -	38 - -	42 - -	—	—	—	—	—	—	—
5 - -	9 - -	6 - -	3 - -	—	—	—	—	—	—	—
- - -	- -	9 - -	—	—	—	—	—	—	—	—
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20 - -	31 - -	8 - -	18 - -	2 - -	2	- -	6 - -	2 - -	1 - -	—
5 - -	11 - -	5 - -	5 - -	—	—	—	—	—	—	—
- -	- -	3 - -	- -	- -	2	- -	10 - -	—	—	—
- -	- -	4 - -	- -	- -	7	5	20 - -	2 - -	5 - -	—
5 - -	5 - -	- -	5 - -	- -	11	- -	55 - -	- -	1 - -	—
32 - -	52 - -	18 - -	31 - -	1 - -	7	1	19 - -	11 - -	2 - -	1 - -
13 - -	243 - -	10 - -	19 - -	1 - -	—	—	—	—	—	—
13 - -	14 - -	10 - -	10 - -	3 - -	6	- -	22 - -	3 - -	3 - -	—
18 - -	- -	10 - -	24 - -	—	—	—	—	—	—	—
5 - -	- -	6 - -	—	—	—	—	—	—	—	—
9 - -	20 - -	3 - -	- -	1 - -	—	—	—	—	—	—
21 - -	26 - -	3 - -	22 - -	3 - -	—	—	—	—	—	—
12 - -	15 - -	3 - -	- -	9 - -	—	—	—	—	—	—
29 - -	30 - -	- -	26 - -	2 - -	—	—	—	—	—	—
29 - -	30 - -	18 - -	26 - -	9 - -	4	1	2 - -	2 - -	—	—
5 - -	8 - -	11 - -	10 - -	—	—	—	—	—	—	—
49 - -	76 - -	31 - -	45 - -	—	—	—	—	—	—	—
62 - -	71 - -	- -	71 - -	- -	5	- -	18 - -	14 - -	1 - -	1 - -
17 - -	17 - -	7 - -	15 - -	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Weavers' Arms, Stamford-hill, Hackney.	80 – –	55 – –	172 – –	38	38	– – –
	Loan Society, Marquis of Lansdowne, Thomas-street, Hackney-road.	62 – –	71 – –	107 – –	35	34	– –
	Loan Society, Maltman and Shovel, King-street, Hammersmith.	41 – –	129 – –	87 – –	13	13	– –
	Loan Society, Salutation Inn, King-street, Hammersmith.	394 – –	1,017 – –	1,411 – –	94	91	2 – –
	Loan Society, Royal Standard, Frederick-street, Hampstead-road.	119 – –	118 – –	160 – –	30	30	– –
	Loan Society, Coach and Horses, Heath-street, Hampstead.	132 – –	289 – –	392 – –	84	80	2 – –
	Loan Society, Havelock Arms, Green-hill, Harrow-on-the-Hill.	64 – –	146 – –	241 – –	48	47	– –
	Loan Society, Brunswick Arms, Brunswick-road, Highgate.	80 – –	169 – –	228 – –	42	39	– –
	Loan Society, Fox and Crown, High-gate-hill.	270 – –	124 – –	411 – –	67	56	3 – –
	Loan Society, Three Tuns Tavern, 83, Chancery-lane, Holborn.	35 – –	28 – –	49 – –	25	25	– –
	Loan Society, No. 1, Queen's Head, Acton-street, Gray's Inn-road, Holborn.	27 – –	144 – –	52 – –	8	8	– –
	Loan Society, No. 2, Queen's Head, Acton street, Gray's Inn-road, Holborn.	96 – –	668 – –	453 – –	74	74	– –
	Loan Society, No. 3, Queen's Head, Acton-street, Gray's Inn-road, Holborn.	62 – –	229 – –	186 – –	38	38	– –
	Loan Society, The Talbot, 138, Gray's Inn-road, Holborn.	107 – –	388 – –	473 – –	69	69	2 – –
	Loan Society, General Wolfe, 8, Little Gray's Inn-lane, Holborn.	48 – –	83 – –	106 – –	28	28	– –
	Mutual Aid Fund Loan Society, Hole-in-the-Wall, Kirby-street, Hatton-garden, Holborn.	65 – –	273 – –	245 – –	54	47	3 – –
	Loan Society, Robin Hood, Leather-lane, Holborn.	112 – –	326 – –	315 – –	85	76	– –
	Loan Society, The Griffin, Liquorpond-street, Holborn.	702 – –	372 – –	622 – –	95	95	– –
	Central London Loan Society, Griffin Tavern, Liquorpond-street, Holborn.	79 – –	114 – –	200 – –	36	36	– –
	Loan Society, White Lion, Little James-street, Holborn.	121 – –	121 – –	85 – –	17	13	– –
	Loan Society, Red Gate, Kingsgate-street, Holborn.	108 – –	98 – –	97 – –	27	27	– –
	Loan Society, Spread Eagle, Old North-street, Red Lion-square, Holborn.	54 – –	127 – –	178 – –	41	39	– –
	Mutual Aid Loan Society, The Sportsman, Great Saffron hill, Holborn.	83 – –	76 – –	127 – –	38	34	– –
	Loan Society, Crown and Anchor, King's Head-court, Shoe-lane, Holborn.	12 – –	75 – –	47 – –	10	10	– –
	Co-operative Loan Society, The Coffee House, 5, New Hornsey-road, Holloway.	588 – –	133 – –	229 – –	67	67	2 – –
	Loan Society, Black Horse Tavern, John-street, Upper Holloway.	66 – –	130 – –	239 – –	64	64	– –
	Working Man's Loan Society, Elm House, Upper Holloway.	92 – –	190 – –	191 – –	26	23	– –
	Loan Society, Prince Albert Tavern, Hollingworth-street, Holloway.	58 – –	146 – –	203 – –	50	50	– –
	Loan Society, Cottenham Arms, Upper Holloway.	23 – –	34 – –	47 – –	17	15	– –
	Loan Society, 8, Bridge-street, Homerton	200 – –	320 – –	800 – –	90	88	1 – –
	Loan Society, Chesham Arms, Mehetabel-road, Homerton.	150 – –	300 – –	700 – –	86	84	– –
	Loan Society, Myrtle, 49, Ashford-street, Hoxton.	134 – –	395 – –	334 – –	69	69	– –
	Loan Society, 26, Gopsall-street, Hoxton	90 – –	101 – –	201 – –	46	46	2 – –
	Loan Society, Green Man Tavern, High-street, Hoxton.	256 – –	275 – –	418 – –	120	105	5 – –
	Loan Society, George and Dragon, Hoxton-market, Hoxton.	145 – –	250 – –	415 – –	60	60	3 – –
	Perseverance Loan Society, 28, St. John's-road, Hoxton.	101 – –	74 – –	214 – –	33	32	1 – –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
8 - -	15 - -	7 - -	7 - -	- -	2	- -	1 - -	- -	1 - -	—
5 - -	5 - -	2 - -	3 - -	2 - -	—	—	—	—	—	—
4 - -	4 - -	4 - -	- -	- -	4	- -	4 - -	—	—	—
54 - -	57 - -	28 - -	57 - -	—	—	—	—	—	—	—
8 - -	8 - -	11 - -	—	—	—	—	—	—	—	—
19 - -	32 - -	5 - -	23 - -	3 - -	- -	- -	- -	1 - -	—	—
12 - -	12 - -	5 - -	13 - -	3 - -	—	—	—	—	—	—
11 - -	19 - -	7 - -	12 - -	—	—	—	—	—	—	—
20 - -	38 - -	19 - -	15 - -	2 - -	—	—	—	—	—	—
2 - -	- -	7 - -	- -	1 - -	—	—	—	—	—	—
2 - -	2 - -	1 - -	- -	1 - -	—	—	—	—	—	—
22 - -	22 - -	2 - -	- -	20 - -	—	—	—	—	—	—
9 - -	9 - -	2 - -	- -	7 - -	—	—	—	—	—	—
23 - -	26 - -	9 - -	24 - -	—	—	—	—	—	—	—
5 - -	5 - -	3 - -	4 - -	—	—	—	—	—	—	—
12 - -	18 - -	6 - -	14 - -	1 - -	4	- -	6 - -	1 - -	—	—
15 - -	17 - -	19 - -	15 - -	—	—	—	—	—	—	—
24 - -	28 - -	12 - -	17 - -	10 - -	4	3	8 - -	7 - -	1 - -	1 - -
10 - -	- -	3 - -	8 - -	1 - -	—	—	—	—	—	—
4 - -	2 - -	5 - -	2 - -	—	—	—	—	—	—	—
4 - -	6 - -	5 - -	- -	- -	3	- -	6 - -	4 - -	—	—
8 - -	9 - -	4 - -	6 - -	1 - -	—	—	—	—	—	—
6 - -	6 - -	7 - -	4 - -	- -	4	1	2 - -	1 - -	—	—
2 - -	- -	2 - -	5 - -	—	—	—	—	—	—	—
11 - -	13 - -	5 - -	13 - -	—	—	—	—	—	—	—
11 - -	12 - -	5 - -	14 - -	- -	1	- -	1 - -	—	—	—
5 - -	7 - -	6 - -	5 - -	—	—	—	—	—	—	—
10 - -	10 - -	- -	9 - -	—	—	—	—	—	—	—
2 - -	- -	2 - -	—	—	—	—	—	—	—	—
32 - -	33 - -	10 - -	23 - -	—	—	—	—	—	—	—
20 - -	- -	4 - -	16 - -	—	—	—	—	—	—	—
16 - -	32 - -	15 - -	15 - -	1 - -	4	- -	21 - -	1 - -	2 - -	—
10 - -	13 - -	7 - -	6 - -	—	—	—	—	—	—	—
20 - -	26 - -	3 - -	21 - -	1 - -	4	1	20 - -	17 - -	1 - -	—
24 - -	34 - -	11 - -	23 - -	—	—	—	—	—	—	—
8 - -	9 - -	4 - -	8 - -	1 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Eastern Loan Society, Earl of Durham, 32, Murray-street, Hoxton.	599 - -	870 - -	1,982 - -	306	277	10 - -
	New Mutual Aid Fund Loan Society, British Lion, Cavendish-street, New North-road, Hoxton.	88 - -	90 - -	127 - -	25	25	1 - -
	Alliance Loan Society, Bridge House Tavern, Whitmore-road, Hoxton.	144 - -	160 - -	238 - -	67	61	- -
	Working Men's Loan Society, Castle Inn, Isleworth.	151 - -	317 - -	668 - -	62	61	8 - -
	Loan Society, Hanbury Arms, Arlington-square, Islington.	76 - -	137 - -	190 - -	51	51	- -
	Working Men's Loan Society, Prince of Brunswick, 127, Barnsbury-road, Islington.	219 - -	803 - -	1,054 - -	126	126	1 - -
	Independent Loan Society, Pocock Arms, Caledonian-road, Islington.	63 - -	244 - -	207 - -	28	28	- -
	Metropolitan Friendly Loan Society, Butcher's Arms, New Cattle Market, Islington.	101 - -	92 - -	200 - -	40	40	- -
	Caledonian United Loan Society, Golden Lion, 57, Charlotte-street, Islington.	176 - -	384 - -	435 - -	45	45	2 - -
	Caledonian Provident Friendly Loan Society, Rothbury Arms, Matilda-street, Copenhagan-street, Islington.	49 - -	112 - -	137 - -	24	22	- -
	Loan Society, Market Tavern, Copenhagen-street, Islington.	131 - -	90 - -	42 - -	10	10	- -
	Loan Society, Twyford Arms, Twyford-street, Caledonian-road, Islington.	137 - -	448 - -	490 - -	74	74	- -
	Friends of Industry Loan Society, Comus Tavern, 9, Upper Bemerton-street, Caledonian-road, Islington.	83 - -	159 - -	84 - -	30	28	- -
	Loan Society, 7, Thornhill-street, Caledonian-road, Islington.	28 - -	141 - -	161 - -	35	35	- -
	Loan Society, Victory, 238, City-road, Islington.	52 - -	106 - -	99 - -	29	28	- -
	Loan Society, Prince Albert, Alfred-street, Colebrook-row, Islington.	35 - -	94 - -	135 - -	- -	28	- -
	Loan Society, King's Arms, Durham-road, Islington.	148 - -	170 - -	107 - -	26	22	- -
	Working Men's Loan Society, Island Queen Tavern, 34, Hanover-street, Islington.	211 - -	499 - -	608 - -	122	122	1 - -
	Loan Society, General Havelock, Hornsey-road, Islington.	77 - -	106 - -	147 - -	27	25	- -
	Loan Society, Radnor Arms Tavern, King Henry's Walk, Islington.	187 - -	291 - -	1,002 - -	95	95	- -
	Philanthropic Loan Society, Adelaide Tavern, 3, Wellington-place, Liverpool-road, Islington.	141 - -	223 - -	349 - -	80	80	- -
	Loan Society, Baring Arms, Baring-street, New North-road, Islington.	- -	13 - -	—	—	—	—
	Loan Society, Pickering Arms, Pickering-street, Islington.	51 - -	252 - -	151 - -	30	29	- -
	Loan Society, Three Doves Tavern, Berwick-street, St. James.	57 - -	70 - -	133 -	39	37	- -
	United Friends of Progress Loan Society, Craven Arms, Marshall-street, St. James.	48 - -	250 - -	184 - -	84	84	6 - -
	St. Peter's Mutual Loan Society, 40A, Rupert-street, St. James.	118 - -	242 - -	454 - -	200	181	8 - -
	Friends of Progress Loan Society, Catherine Wheel, Great Windmill-street, St. James.	356 - -	1,030 - -	1,239 - -	469	409	16 - -
	Loan Society, Argyle Arms, Great Windmill-street, St. James.	647 - -	325 - -	527 - -	86	86	- -
	Loan Society, 1, Henry-street East, St. John's Wood.	240 - -	720 - -	990 - -	190	183	5 - -
	Loan Society, Queen's Arms, Lower William-street, St. John's Wood.	141 - -	226 - -	471 - -	44	42	- -
	Loan Society, Black Horse, Kentish Town.	72 - -	304 - -	267 - -	71	64	2 - -
	Camden and Kentish Town Friendly Provident Loan Society, 42, Ferdinand-street, Kentish Town.	61 - -	106 - -	248 - -	40	33	2 - -
	Carlton Loan Society, Carlton Tavern, Warden-road, Kentish Town.	116 - -	422 - -	400 - -	56	56	- -
	Loan Society, Tally Ho Tavern, Kentish Town.	- -	62 - -	- -	- -	- -	- -
	Loan Society, King's Arms, Kentish Town-road.	76 - -	320 - -	356 - -	60	60	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
85 - -	95 - -	49 - -	40 - -	7 - -	9	- -	47 - -	20 - -	3 - -	—
6 - -	7 - -	- -	6 - -	—	—	—	—	—	—	—
12 - -	13 - -	12 - -	8 - -	5 - -	5	- -	15 - -	9 - -	—	—
24 - -	33 - -	10 - -	21 - -	1 - -	—	—	—	—	—	—
9 - -	9 - -	8 - -	9 - -	- -	2	- -	8 - -	8 - -	—	—
52 - -	79 - -	19 - -	60 - -	- -	6	- -	23 - -	1 - -	2 - -	—
10 - -	10 - -	7 - -	10 - -	2 - -	1	- -	8 - -	8 - -	—	—
10 - -	12 - -	- -	10 - -	2 - -	—	—	—	—	—	—
21 - -	24 - -	11 - -	23 - -	1 - -	—	—	—	—	—	—
3 - -	- -	3 - -	5 - -	- -	7	- -	36 - -	11 - -	4 - -	2 - -
2 - -	4 - -	3 - -	3 - -	—	—	—	—	—	—	—
25 - -	26 - -	9 - -	21 - -	2 - -	1	- -	2 - -	2 - -	—	—
4 - -	4 - -	6 - -	2 - -	2 - -	—	—	—	—	—	—
8 - -	87 - -	1 - -	8 - -	—	—	—	—	—	—	—
4 - -	4 - -	8 - -	2 - -	1 - -	1	—	—	—	—	—
4 - -	- -	6 - -	- -	- -	2	—	—	—	—	—
5 - -	10 - -	5 - -	- -	7 - -	—	—	—	—	—	—
30 - -	31 - -	11 - -	34 - -	- -	1	- -	11 - -	9 - -	—	—
9 - -	13 - -	9 - -	4 - -	- -	3	- -	5 - -	—	—	—
24 - -	24 - -	- -	24 - -	—	—	—	—	—	—	—
17 - -	28 - -	10 - -	18 - -	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
7 - -	7 - -	7 - -	6 - -	- -	1	- -	11 - -	8 - -	2 - -	—
6 - -	7 - -	1 - -	5 - -	- -	1	1	1 - -	1 - -	—	—
8 - -	15 - -	4 - -	9 - -	1 - -	—	—	—	—	—	—
22 - -	30 - -	10 - -	17 - -	2 - -	—	—	—	—	—	—
61 - -	78 - -	33 - -	40 - -	4 - -	15	- -	24 - -	24 - -	4 - -	4 - -
26 - -	36 - -	14 - -	20 - -	1 - -	—	—	—	—	—	—
49 - -	55 - -	28 - -	26 - -	2 - -	—	—	—	—	—	—
12 - -	21 - -	16 - -	6 - -	—	—	—	—	—	—	—
14 - -	16 - -	7 - -	—	—	—	—	—	—	—	—
12 - -	14 - -	1 - -	13 - -	- -	1	- -	2 - -	2 - -	—	—
24 - -	25 - -	14 - -	24 - -	- -	1	- -	- -	1 - -	—	—
- -	- -	- -	- -	- -	3	- -	6 - -	1 - -	—	—
19 - -	- -	10 - -	9 - -	- -	8	- -	10 - -	6 - -	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Nelson Tavern, Victoria-road, Kentish Town.	43 – –	110 – –	137 – –	30	30	– –
	Kentish Town and South Hampstead Working Men's Loan Society, 45, Weedington-road, Kentish Town.	27 – –	28 – –	55 – –	19	17	– –
	Kilburn Loan Society, Red Lion Tavern, Kilburn.	239 – –	641 – –	1,347 – –	151	149	1 – –
	Loan Society, Builders' Arms, King's Cross.	68 – –	201 – –	300 – –	68	68	– –
	Loan Society, Prince Albert, Wharf-road, King's Cross.	460 – –	282 – –	460 – –	93	92	2 – –
	Loan Society, New Market Inn, York-road, King's Cross.	128 – –	110 – –	128 – –	30	26	– –
	Loan Society, City of York Tavern, York-road, King's Cross.	58 – –	110 – –	206 – –	37	37	– –
	De Beauvoir Loan Society, Waggon and Horses, Hertford-road, Kingsland.	181 – –	220 – –	451 – –	110	110	5 – –
	Friends of Trade Loan Society, Britannia Tavern, Kingsland-road.	432 – –	796 – –	1,512 – –	219	215	8 – –
	Loan Society, Middleton Arms, Mansfield-street, Kingsland-road.	122 – –	224 – –	305 – –	85	85	– –
	Loan Society, Prince of Wales, Phillip-street, Whitmore-road, Kingsland.	35 – –	38 – –	41 – –	14	14	– –
	Loan Society, Windsor Castle, Middle-row North, Knightsbridge.	130 – –	262 – –	240 – –	58	58	– –
	Mutual Loan Society, Turk's Head, 8, East-street, Lamb's Conduit-street.	30 – –	200 – –	26 – –	– –	– –	– –
	Friendly Provident Loan Society, 8, Aston-street, Limehouse.	72 – –	91 – –	191 – –	37	37	– –
	Independent Loan Society, 21, Catherine-street, Limehouse Fields.	46 – –	33 – –	57 – –	33	20	– –
	Loan Society, Sebastopol Tavern, Commercial - terrace, Commercial - road, Limehouse.	110 – –	89 – –	110 – –	46	42	2 – –
	Loan Society, Volunteer Tavern, Mill-place, Limehouse.	71 – –	145 – –	136 – –	42	40	1 – –
	Pioneers Self-Help Loan Society, Bank of Friendship Tavern, West India Dock-road, Limehouse.	12 – –	8 – –	9 – –	10	7	– –
	Loan Society, Queen Tavern, Rhodeswell-road, Limehouse.	11 – –	21 – –	37 – –	15	15	– –
	Self-Help Loan Society, King and Queen, Three Colts'-street, Limehouse.	209 – –	286 – –	445 – –	106	93	3 – –
	Loan Society, Fountain, 18 A, Serle's-place, Carey-street, Lincoln's Inn Fields.	158 – –	310 – –	346 – –	52	52	1 – –
	Amicable Loan Society, John O'Gaunt Tavern, 16, Duke-street, Lincoln's Inn Fields.	51 – –	42 – –	123 – –	27	27	– –
	Loan Society, Temple Bar Tavern, 1, Serle's-place, Lincoln's Inn.	285 – –	767 – –	942 – –	125	123	51 – –
	The Union Aid Loan Society, 46, Portugal-street, Lincoln's Inn Fields.	96 – –	132 – –	217 – –	57	57	– –
	Excelsior Loan Society, 46, Portugal-street, Lincoln's Inn.	77 – –	244 – –	139 – –	41	33	– –
	Loan Society, Crown and Anchor, King-street, Long Acre.	164 – –	587 – –	864 – –	112	106	– –
	Star Loan Society, Jolly Anglers, Bath-street, St. Luke's.	33 – –	46 – –	75 – –	32	32	– –
	St. Joseph's Loan Society, 3, Lamb's-buildings, Bunhill-row, St. Luke's.	45 – –	130 – –	99 – –	43	40	– –
	Loan Society, Shakespeare, Goswell-road, St. Luke's.	47 – –	208 – –	117 – –	38	38	– –
	Working Men's Loan Society, Chamberlain Arms, 12, Noble-street, Goswell-street, St. Luke's.	49 – –	216 – –	242 – –	49	21	– –
	Loan Society, Goldsmith's Arms, 140, Lever-street, St. Luke's.	1 – –	47 – –	4 – –	1	1	– –
	Loan Society, Ironmonger Arms, Lizard-street, St. Luke's.	106 – –	238 – –	350 – –	92	92	– –
	Mutual Loan Society, King's Arms, Little Mitchel-street, St. Luke's.	46 – –	71 – –	136 – –	54	54	– –
	Loan Society, The George, 91, Old-street, St. Luke's.	94 – –	130 – –	146 – –	43	43	– –
	Loan Society, Beckford's Head, 122, Old-street, St. Luke's.	60 – –	67 – –	127 – –	46	46	– –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
7 – –	– –	6 – –	5 – –	5 – –	—	—	—	—	—	—
2 – –	3 – –	– –	2 – –	—	—	—	—	—	—	—
67 – –	68 – –	18 – –	67 – –	– –	2	– –	2 – –	1 – –	—	—
15 – –	15 – –	4 – –	11 – –	– –	1	– –	1 – –	—	—	—
23 – –	25 – –	10 – –	15 – –	– –	8	– –	10 – –	10 – –	1 – –	—
5 – –	5 – –	4 – –	5 – –	—	—	—	—	—	—	—
10 – –	10 – –	5 – –	7 – –	—	—	—	—	—	—	—
22 – –	28 – –	4 – –	23 – –	– –	5	– –	15 – –	14 – –	– –	1 – –
75 – –	83 – –	30 – –	69 – –	6 – –	1	1	13 – –	4 – –	– –	1 – –
22 – –	31 – –	10 – –	24 – –	4 – –	—	—	—	—	—	—
2 – –	– –	4 – –	—	—	—	—	—	—	—	—
12 – –	12 – –	10 – –	20 – –	9 – –	—	—	—	—	—	—
1 – –	– –	4 – –	– –	– –	4	– –	2 – –	—	—	—
9 – –	10 – –	5 – –	5 – –	—	—	—	—	—	—	—
2 – –	3 – –	2 – –	1 – –	—	—	—	—	—	—	—
5 – –	4 – –	4 – –	5 – –	– –	1	—	—	—	—	—
6 – –	15 – –	14 – –	6 – –	1 – –	—	—	—	—	—	—
– –	– –	1 – –	—	—	—	—	—	—	—	—
1 – –	2 – –	1 – –	1 – –	—	—	—	—	—	—	—
22 – –	25 – –	10 – –	19 – –	2 – –	2	– –	5 – –	5 – –	—	—
17 – –	18 – –	9 – –	12 – –	—	—	—	—	—	—	—
6 – –	6 – –	6 – –	– –	– –	1	—	—	—	—	—
47 – –	4 – –	22 – –	46 – –	– –	5	1	19 – –	6 – –	1 – –	—
10 – –	11 – –	6 – –	14 – –	—	—	—	—	—	—	—
6 – –	7 – –	– –	7 – –	—	—	—	—	—	—	—
43 – –	44 – –	13 – –	44 – –	—	—	—	—	—	—	—
3 – –	4 – –	4 – –	3 – –	—	—	—	—	—	—	—
4 – –	5 – –	1 – –	4 – –	– –	3	– –	2 – –	2 – –	—	—
5 – –	12 – –	8 – –	4 – –	—	—	—	—	—	—	—
12 – –	12 – –	8 – –	9 – –	—	—	—	—	—	—	—
– –	– –	2 – –	—	—	—	—	—	—	—	—
17 – –	18 – –	13 – –	5 – –	– –	2	– –	2 – –	—	—	—
6 – –	7 – –	4 – –	7 – –	—	—	—	—	—	—	—
7 – –	– –	4 – –	10 – –	—	—	—	—	—	—	—
6 – –	9 – –	4 – –	6 – –	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Berkeley Castle, Rahere-street, St. Luke's.	132 - -	264 - -	301 - -	43	43	- -
	Working Man's Mutual Loan Society, Lemon Tree, 4, Bedfordbury, St. Martin's.	176 - -	255 - -	496 - -	76	76	3 - -
	Independent Loan Society, Star and Garter, 33, St. Martin's-lane.	19 - -	137 - -	148 - -	24	24	- -
	Prince Albert Mutual Loan Society, Sovereign Tavern, Upper St. Martin's-lane.	89 - -	- -	204 - -	25	25	9 - -
	Working Men's Loan Society, Sovereign Tavern, Upper St. Martin's-lane.	145 - -	104 - -	296 - -	87	87	- -
	Loan Society, Sutherland Arms, Great Mayes-buildings, St. Martin's-lane.	91 - -	260 - -	333 - -	69	69	- -
	United Friends Loan Society, Merlin's Cave, 3, Margaret-street, Cavendish-square, Marylebone.	- -	106 - -	- -	- -	- -	- -
	Loan Society, 62, Charlotte-street, Marylebone.	58 - -	47 - -	97 - -	40	40	- -
	Trafalgar Loan Society, Lord Nelson Tavern, Upper Charlton-street, Marylebone.	599 - -	1,073 - -	1,785 - -	255	255	1 - -
	Loan Society, City of Hereford, 10, Charles-street, Marylebone.	775 - -	495 - -	- -	99	99	17 - -
	Metropolitan Loan Society, Duke of York, Church-street, Marylebone.	187 - -	201 - -	365 - -	74	74	3 - -
	Amicable Loan Society, Assembly Rooms, Circus-street, Marylebone.	119 - -	124 - -	223 - -	36	35	1 - -
	Loan Society, Fortune of War, East-street, Manchester-square, Marylebone.	182 - -	426 - -	562 - -	95	95	- -
	Tradesmen's and Working Men's Loan Society, Exeter Arms, 9, Exeter-street, Lisson-grove, Marylebone.	98 - -	620 - -	929 - -	164	155	10 - -
	Portland Loan Society, Grafton Arms, 21, Grafton-street, Marylebone.	154 - -	544 - -	514 - -	77	76	- -
	Loan Society, Black Horse, 109, High-street, Marylebone.	305 - -	813 - -	1,087 - -	143	139	4 - -
	Loan Society, Old Rising Sun, 79, High-street, Marylebone.	205 - -	659 - -	1,432 - -	147	145	1 - -
	Britannia Loan Society, 50, Upper Lisson-street, Lisson-grove, Marylebone.	106 - -	320 - -	571 - -	126	125	- -
	Loan Society, 7, Little Marylebone-street, Marylebone.	345 - -	1,304 - -	2,425 - -	426	426	- -
	St. Thomas Working Men's Loan Society, Prince of Wales Tavern, Marylebone-lane, Marylebone.	29 - -	27 - -	60 - -	34	33	- -
	Loan Society, Three Compasses Tavern, Little Marylebone-street, Marylebone.	159 - -	163 - -	271 - -	135	134	- -
	Loan Society, Sawyer's Arms, 20, Marylebone-lane.	121 - -	505 - -	671 - -	147	147	- -
	Loan Society, Phœnix, North-street, Lisson-grove, Marylebone.	373 - -	958 - -	1,272 - -	273	205	5 - -
	Marylebone Loan Society, Prince Regent, Seymour-place, Marylebone.	97 - -	578 - -	1,121 - -	199	181	13 - -
	Cornwallis Mutual Loan Society, Marquis of Cornwallis, Warren-street, Fitzroy-square, Marylebone.	147 - -	287 - -	438 - -	76	76	- -
	Loan Society, 37, Weymouth-street, Marylebone.	823 - -	2,672 - -	5,100 - -	440	436	5 - -
	East London Friendly Loan Society, Bank of Friendship, Bancroft-place, Mile End-road.	103 - -	102 - -	171 - -	37	37	- -
	Loan Society, Old Globe, Mile End-road	115 - -	175 - -	237 - -	60	60	- -
	One Mile Loan Society, Queen's Arms, Mile End-road.	316 - -	434 - -	673 - -	193	202	- -
	Loan Society, Fox, Russell-street, Mile End Old Town.	173 - -	373 - -	789 - -	130	124	2 - -
	Improved Loan Society, 131, Sidney-street, Mile End Old Town.	414 - -	453 - -	1,250 - -	228	214	- -
	Loan Society, White Lion, South-street, Mile End.	21 - -	56 - -	63 - -	22	22	- -
	Star Loan Society, 3, Adelaide-place, Millwall.	124 - -	96 - -	205 - -	65	50	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
16 - -	- -	5 - -	18 - -	20 - -	—	—	—	—	—	—
24 - -	27 - -	24 - -	25 - -	—	—	—	—	—	—	—
7 - -	- -	12 - -	- -	- -	2	- -	14 - -	- -	3 - -	—
10 - -	19 - -	11 - -	10 - -	- -	6	- -	23 - -	18 - -	2 - -	—
11 - -	11 - -	12 - -	18 - -	3 - -	1	- -	1 - -	—	—	—
16 - -	17 - -	5 - -	11 - -	—	—	—	—	—	—	—
- -	- -	4 - -	- -	- -	2	3	10 - -	6 - -	1 - -	—
4 - -	- -	3 - -	3 - -	3 - -	—	—	—	—	—	—
89 - -	137 - -	42 - -	95 - -	- -	16	4	40 - -	22 - -	8 - -	4 - -
51 - -	68 - -	31 - -	27 - -	9 - -	15	4	104 - -	40 - -	17 - -	5 - -
18 - -	22 - -	17 - -	18 - -	2 - -	1	—	—	—	—	—
13 - -	27 - -	14 - -	13 - -	—	—	—	—	—	—	—
28 - -	- -	16 - -	24 - -	—	—	—	—	—	—	—
46 - -	56 - -	36 - -	21 - -	20 - -	—	—	—	—	—	—
25 - -	59 - -	21 - -	46 - -	2 - -	—	—	—	—	—	—
54 - -	59 - -	14 - -	38 - -	6 - -	10	3	18 - -	9 - -	4 - -	2 - -
71 - -	19 - -	27 - -	49 - -	- -	3	- -	9 - -	1 - -	1 - -	—
28 - -	38 - -	8 - -	25 - -	5 -	—	—	—	—	—	—
121 - -	139 - -	5 - -	104 - -	11 - -	2	- -	9 - -	1 - -	—	—
3 - -	3 - -	- -	3 - -	- -	1	1	1 - -	1 - -	—	—
23 - -	24 - -	1 - -	22 - -	1 - -	2	- -	3 - -	—	—	—
33 - -	43 - -	9 - -	2 - -	34 - -	1	- -	10 - -	10 - -	—	—
68 - -	72 - -	57 - -	56 - -	10 - -	6	- -	23 - -	9 - -	3 - -	1 - -
56 - -	69 - -	22 - -	34 - -	12 - -	9	2	17 - -	11 - -	2 - -	1 - -
16 - -	16 - -	14 - -	17 - -	7 - -	—	—	—	—	—	—
255 - -	54 - -	72 - -	212 - -	- -	5	- -	28 - -	3 - -	3 - -	—
8 - -	9 - -	6 - -	6 - -	4 - -	—	—	—	—	—	—
12 - -	29 - -	18 - -	12 - -	6 - -	—	—	—	—	—	—
40 - -	61 - -	24 - -	49 - -	2 - -	—	—	—	—	—	—
30 - -	52 - -	16 - -	—	—	—	—	—	—	—	—
68 - -	76 - -	31 - -	44 - -	—	—	—	—	—	—	—
3 - -	- -	1 - -	2 - -	—	—	—	—	—	—	—
10 - -	16 - -	8 - -	14 - -	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Bayswater and Notting-hill Loan Society, 18, St. George's-road, Notting-hill.	194 - -	325 - -	539 - -	134	84	3 - -
	Britannia Loan Society, Britannia Tavern, Latymer-road, Notting-hill.	230 - -	292 - -	230 - -	44	44	- -
	Working Men's Loan Society, School Rooms, New-street, Notting-hill.	49 - -	179 - -	174 - -	31	31	- -
	Loan Society, Crown Tavern, Prince's-road, Notting-hill.	120 - -	109 - -	120 - -	21	21	- -
	Working Men's Loan Society, Shaftesbury Club House, Prince's-road, Notting-hill.	186 - -	1,053 - -	863 - -	118	116	- -
	Lonsdale Mutual Loan Society, Workman's Hall, Portobello-road, Notting-hill.	398 - -	183 - -	327 - -	61	60	- -
	Latymer Loan Society, Latymer Arms, Silchester-road, Notting-hill.	98 - -	479 - -	539 - -	68	68	- -
	Loan Society, The George, 30, Silver-street, Notting-hill.	64 - -	294 - -	140 - -	32	26	- -
	Loan Society, 231, Oxford-street - -	144 - -	380 - -	598 - -	130	130	- -
	Loan Society, Three Tuns, 429, Oxford-street.	102 - -	76 - -	101 - -	18	20	- -
	The Oxford Loan Society, The Green Man, 57, Berwick-street, Oxford-street.	155 - -	179 - -	353 - -	79	79	2 - -
	Loan Society, The George, 22, Great Chapel-street, Oxford-street.	175 - -	415 - -	670 - -	134	112	17 - -
	St. George's Mutual Loan Society, 56, Davies-street, Oxford-street.	79 - -	191 - -	243 - -	29	27	- -
	United Friends of Progress Loan Society, Blue Posts, Grosvenor Mews, Bond-street, Oxford-street.	55 - -	160 - -	256 - -	68	68	2 - -
	Loan Society, Horse and Groom, Gresse-street, Rathbone-place, Oxford-street.	90 - -	150 - -	167 - -	68	66	- -
	Berner's Loan Society, Sir Isaac Newton, Union-street, Oxford-street.	217 - -	620 - -	1,100 - -	229	229	2 - -
	Forester's Mutual Loan Society, Maze Hotel, Chichester-place, Harrow-road, Paddington.	288 - -	353 - -	760 - -	113	111	4 - -
	Loan Society, Prince of Wales, Westbourne-place, Harrow-road, Paddington.	130 - -	197 - -	259 - -	91	88	1 - -
	Oxford and Cambridge Loan Society, 14, Oxford-mews, Paddington.	633 - -	780 - -	1,314 - -	259	255	2 - -
	Loan Society, Metropolitan Tavern, Great Western-road, Paddington.	243 - -	477 - -	624 - -	104	96	6 - -
	Loan Society, 15, South Wharf-road, Paddington.	205 - -	334 - -	610 - -	96	93	- -
	Loan Society, 1, Goldington-crescent, St. Pancras.	72 - -	149 - -	210 - -	50	50	1 - -
	The Amicable Independent Loan Society, The Crown, Goldington-crescent, St. Pancras.	122 - -	227 - -	371 - -	62	61	8 - -
	Great Northern Loan Society, Star Tavern, 10, Goldington-street, St. Pancras.	287 - -	834 - -	967 - -	126	126	7 - -
	Pioneer Working Man's Loan Society, Plumbers' Arms, Hastings-street, St. Pancras.	407 - -	824 - -	1,318 - -	239	239	- -
	Great Northern Loan Society, Earl Russell, Stainton-terrace, St. Pancras.	49 - -	212 - -	155 - -	32	32	- -
	Loan Society, Prince of Wales, North-street, Pentonville.	200 - -	250 - -	200 - -	60	50	- -
	Loan Society, Crown Tavern, Winchester-street, Pentonville.	40 - -	65 - -	90 - -	30	30	- -
	Loan Society, Grosvenor Arms, Lower Belgrave-place, Pimlico.	115 - -	141 - -	322 - -	28	28	- -
	Loan Society, Old Chelsea Waterworks Tavern, Belgrave-terrace, Pimlico.	90 - -	70 - -	244 - -	49	49	- -
	South Belgravian Loan Society, Bessborough Arms, Bessborough-place, Pimlico.	192 - -	287 - -	443 - -	94	94	1 - -
	Loan Society, Talbot Inn, Little Chester-street, Pimlico.	273 - -	452 - -	985 - -	137	137	- -
	Loan Society, Rising Sun, Commercial-road, Pimlico.	151 - -	328 - -	369 - -	66	66	- -
	Prince of Wales Independent Loan Society, 65, Upper Ebury-street, Pimlico.	181 - -	570 - -	878 - -	107	107	5 - -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money Paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
27 – –	30 – –	57 – –	15 – –	– –	27	6	130 – –	63 – –	26 – –	10 – –
11 – –	11 – –	– –	11 – –	– –	2	– –	14 – –	8 – –	—	—
9 – –	15 – –	6 – –	– –	– –	1	1	6 – –	6 – –	– –	2 – –
6 – –	– –	6 – –	– –	– –	– –	– –	– –	– –	6 – –	—
44 – –	69 – –	22 – –	5 – –	– –	2	2	9 – –	5 – –	2 – –	1 – –
16 – –	20 – –	8 – –	10 – –	1 – –	—	—	—	—	—	—
26 – –	26 – –	– –	26 – –	—	—	—	—	—	—	—
5 – –	13 – –	16 – –	– –	– –	2	– –	15 – –	1 – –	—	—
29 – –	33 – –	1 – –	27 – –	5 – –	1	– –	3 – –	1 – –	—	—
4 – –	7 – –	5 – –	2 – –	—	—	—	—	—	—	—
17 – –	19 – –	6 – –	21 – –	1 – –	1	– –	4 – –	– –	1 – –	—
33 – –	– –	21 – –	22 – –	– –	3	1	16 – –	13 – –	1 – –	1 – –
8 – –	10 – –	4 – –	8 – –	2 – –	7	– –	18 – –	16 – –	1 – –	1 – –
12 – –	15 – –	4 – –	10 – –	1 – –	—	—	—	—	—	—
8 – –	– –	11 – –	8 – –	—	—	—	—	—	—	—
55 – –	57 – –	24 – –	– –	3 – –	—	—	—	—	—	—
38 – –	50 – –	9 – –	28 – –	13 – –	3	1	13 – –	1 – –	1 – –	—
12 – –	13 – –	2 – –	8 – –	2 – –	—	—	—	—	—	—
62 – –	64 – –	39 – –	68 – –	– –	2	1	3 – –	1 – –	—	—
31 – –	53 – –	30 – –	20 – –	2 – –	—	—	—	—	—	—
31 – –	31 – –	11 – –	8 – –	22 – –	6	– –	29 – –	21 – –	3 – –	2 – –
10 – –	11 – –	6 – –	11 – –	2 – –	1	1	1 – –	2 – –	—	—
18 – –	26 – –	8 – –	9 – –	18 – –	12	– –	26 – –	20 – –	3 – –	3 – –
42 – –	50 – –	22 – –	43 – –	9 – –	11	1	61 – –	12 – –	8 – –	3 – –
65 – –	65 – –	29 – –	33 – –	2 – –	—	—	—	—	—	—
8 – –	8 – –	6 – –	1 – –	– –	1	– –	3 – –	—	—	—
10 – –	10 – –	3 – –	– –	7 – –	—	—	—	—	—	—
4 – –	4 – –	3 – –	4 – –	—	—	—	—	—	—	—
10 – –	10 – –	7 – –	8 – –	1 – –	—	—	—	—	—	—
12 – –	12 – –	7 – –	11 – –	—	—	—	—	—	—	—
25 – –	26 – –	15 – –	7 – –	– –	5	– –	10 – –	5 – –	—	—
43 – –	51 – –	14 – –	46 – –	– –	2	– –	7 – –	—	—	—
20 – –	20 – –	13 – –	19 – –	– –	5	– –	7 – –	7 – –	—	—
43 – –	49 – –	28 – –	44 – –	1 – –	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Christian Association Loan Society, 65, Upper Ebury-street, Pimlico.	347 – –	566 – –	949 – –	220	214	16 – –
	Rose of England Loan Society, Flask Tavern, Ebury-square, Pimlico.	23 – –	50 – –	68 – –	12	12	– –
	Loan Society, Coachmakers' Arms, Eccleston-place, Eccleston-street, Pimlico.	25 – –	127 – –	46 – –	12	7	– –
	Loan Society, Devonshire Arms, Morton-street, Pimlico.	220 – –	303 – –	545 – –	134	128	6 – –
	Loan Society, Palace Arms, Palace-street, Pimlico.	478 – –	460 – –	478 – –	84	84	– –
	Loan Society, Youthful Queen, Princess-row, Pimlico.	134 – –	977 – –	1,338 – –	165	165	– –
	The Lord Ranelagh Loan Society, King's Arms, 1, Ranelagh-road, Pimlico.	386 – –	733 – –	920 – –	151	139	5 – –
	Loan Society, King's Arms, Ranelagh-road, Pimlico.	136 – –	157 – –	252 – –	59	59	2 – –
	United Loan Society, George the Fourth, 90, Vauxhall Bridge-road, Pimlico.	92 – –	140 – –	240 – –	37	36	1 – –
	Surprise Loan Society, Surprise Tavern, 110, Vauxhall Bridge-road, Pimlico.	425 – –	440 – –	802 – –	94	86	8 – –
	Loan Society, Windsor Castle, 333, Vauxhall Bridge-road, Pimlico.	467 – –	576 – –	1,618 – –	262	240	8 – –
	Warwick Mutual Assistance Loan Society, Queen's Arms, Warwick-street, Pimlico.	187 – –	169 – –	371 – –	35	35	2 – –
	Loan Society, Grosvenor Basin, Wilton-road, Pimlico.	238 – –	620 – –	1,118 – –	237	233	– –
	Loan Society, Grosvenor Basin, 14, Wilton-road, Pimlico.	293 – –	257 – –	376 – –	80	80	5 – –
	Loan Society, George the Fourth, Catherine-street, Poplar.	163 – –	283 – –	490 – –	101	96	2 – –
	Loan Society, Woolsack Tavern, Catherine-street, Poplar.	166 – –	234 – –	424 – –	77	77	– –
	Loan Society, 182, East India-road, Poplar.	697 – –	497 – –	1,007 – –	160	160	– –
	Loan Society, Queen Tavern, Isle of Dogs, Poplar.	88 – –	171 – –	613 – –	80	73	3 – –
	Mutual Loan Society, Temperance Coffee House, 67, High-street, Poplar.	234 – –	375 – –	691 – –	179	177	1 – –
	Self-Help Loan Society, No. 3, Sun and Sawyers, High-street, Poplar.	437 – –	818 – –	1,517 – –	271	246	14 – –
	Self-Help Loan Society, No. 4, Old Commodore, High-street, Poplar.	30 – –	128 – –	6 – –	4	4	– –
	Self-Help Loan Society, Queen's Head, High-street, Poplar.	74 – –	429 – –	135 – –	39	24	– –
	Self-Help Loan Society, No. 7, Resolute Tavern, High-street, Poplar.	8 – –	52 – –	1 – –	1	1	– –
	Loan Society, Norfolk Hero, Gate-street, North-street, Poplar.	19 – –	64 – –	68 – –	20	20	– –
	Loan Society, Sabberton Arms, North-street, Poplar.	122 – –	352 – –	356 – –	109	109	– –
	Canton Loan Society, City of Canton Tavern, Upper North-street, Poplar.	152 – –	138 – –	211 – –	67	63	– –
	Co-operative Industrial Loan Society, 16, Steward-street, Old Artillery Ground, Poplar.	15 – –	82 – –	83 – –	24	18	– –
	Loan Society, Duke of Suffolk, North-street, Poplar.	456 – –	140 – –	456 – –	30	22	1 – –
	Loan Society, Black Bull, Brook-street, Ratcliff.	79 – –	199 – –	267 – –	75	40	– –
	Ratcliff Loan Society, Two Mariners' Tavern, Hardinge-street, Ratcliff.	111 – –	102 – –	183 – –	98	98	– –
	Independent Loan Society, Ship Tavern, Ratcliff Cross, Ratcliff.	39 – –	31 – –	47 – –	28	28	– –
	Cumberland Loan Society, 83, Albany-street, Regent's-park.	26 – –	618 – –	771 – –	90	90	27 – –
	Cumberland Loan Society, Crown and Sceptre, Cumberland-market, Regent's-park.	219 – –	506 – –	964 – –	251	251	– –
	Loan Society, New Stag, Cumberland-market, Regent's-park.	116 – –	256 – –	436 – –	89	86	– –
	Loan Society, Earl Cathcart, 45, Munster-street, Regent's-park.	178 – –	79 – –	160 – –	62	62	– –
	Edinburgh Loan Society, Regent's Arms, York-terrace, Regent's-park.	70 – –	86 – –	176 – –	39	39	– –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
47 – –	63 – –	30 – –	33 – –	– –	6	– –	7 – –	—	—	—
3 – –	3 – –	2 – –	3 – –	3 – –	—	—	—	—	—	—
2 – –	2 – –	3 – –	– –	– –	6	1	12 – –	3 – –	2 – –	—
27 – –	34 – –	11 – –	19 – –	3 – –	—	—	—	—	—	—
23 – –	– –	24 – –	26 – –	– –	5	2	4 – –	6 – –	1 – –	—
54 – –	63 – –	25 – –	32 – –	– –	2	– –	8 – –	1 – –	1 – –	—
49 – –	54 – –	15 – –	50 – –	—	—	—	—	—	—	—
12 – –	14 – –	5 – –	11 – –	2 – –	—	—	—	—	—	—
12 – –	22 – –	16 – –	4 – –	1 – –	5	1	19 – –	14 – –	—	—
43 – –	51 – –	12 – –	43 – –	—	—	—	—	—	—	—
64 – –	125 – –	61 – –	51 – –	5 – –	7	2	8 – –	3 – –	2 – –	—
18 – –	21 – –	4 – –	16 – –	—	—	—	—	—	—	—
53 – –	23 – –	39 – –	46 – –	– –	9	– –	19 – –	6 – –	2 – –	—
– –	23 – –	17 – –	16 – –	3 – –	—	—	—	—	—	—
24 – –	26 – –	3 – –	20 – –	2 – –	—	—	—	—	—	—
21 – –	– –	7 – –	19 – –	3 – –	—	—	—	—	—	—
43 – –	50 – –	6 – –	43 – –	1 – –	—	—	—	—	—	—
17 – –	22 – –	24 – –	11 – –	1 – –	1	– –	5 – –	3 – –	1 – –	—
34 – –	40 – –	19 – –	38 – –	2 – –	2	2	5 – –	1 – –	—	—
75 – –	89 – –	26 – –	82 – –	7 – –	3	– –	10 – –	10 – –	—	—
– –	30 – –	5 – –	– –	10 – –	6	– –	14 – –	1 – –	1 – –	—
6 – –	7 – –	10 – –	7 – –	—	—	—	—	—	—	—
– –	16 – –	2 – –	– –	2 – –	—	—	—	—	—	—
3 – –	4 – –	– –	3 – –	—	—	—	—	—	—	—
18 – –	27 – –	5 – –	19 – –	2 – –	—	—	—	—	—	—
10 – –	15 – –	9 – –	11 – –	2 – –	—	—	—	—	—	—
3 – –	4 – –	3 – –	—	—	—	—	—	—	—	—
4 – –	1 – –	3 – –	4 – –	– –	1	– –	7 – –	– –	9 – –	—
13 – –	13 – –	– –	13 – –	– –	3	– –	8 – –	– –	1 – –	—
9 – –	9 – –	6 – –	10 – –	2 – –	—	—	—	—	—	—
2 – –	3 – –	7 – –	—	—	—	—	—	—	—	—
38 – –	65 – –	29 – –	51 – –	22 – –	3	– –	1 – –	—	—	—
51 – –	51 – –	23 – –	45 – –	1 – –	3	– –	3 – –	3 – –	—	—
25 – –	25 – –	– –	24 – –	1 – –	5	1	9 – –	3 – –	1 – –	—
16 – –	– –	4 – –	11 – –	—	—	—	—	—	—	—
9 – –	9 – –	3 – –	7 – –	2 – –	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Prince of Wales Coffee-house, 21, Tyssen-street, Church-street, Shoreditch.	73 - -	165 - -	226 - -	-	-	- -
	Loan Society, Pearson Arms, 1, Pearson-street, Kingsland-road, Shoreditch.	213 - -	591 - -	602 - -	134	124	- -
	Loan Society, Bald Faced Stag, Worship-square, Shoreditch.	84 - -	240 - -	222 - -	38	37	- -
	Working Men's Club Loan Society, Union Hall, Union-street, Shoreditch.	55 - -	104 - -	213 - -	41	41	1 - -
	Loan Society, Red Cow, 23, Charter-house-lane, Smithfield.	- -	9 - -	10 - -	12	10	- -
	Loan Society, King George, Burr-street, East Smithfield.	47 - -	33 - -	80 - -	13	12	- -
	St. James's Temperance Loan Society, 45, Berwick-street, Soho.	110 - -	343 - -	635 - -	132	122	9 - -
	Loan Society, Crown and Anchor, 9, Brewer-street, Soho.	149 - -	195 - -	269 - -	84	84	- -
	St. Patrick's Loan Society, 59, Greek-street, Soho.	151 - -	188 - -	360 - -	120	115	3 - -
	Progressive Loan Society, Royal George, 23, Crown-street, Soho.	314 - -	325 - -	330 - -	71	67	4 - -
	Reform Loan Society, Morland's Hotel, 23, Dean-street, Soho.	60 - -	36 - -	42 - -	12	12	- -
	Hibernian Temperance Loan Society, 27, Dean-street, Soho.	218 - -	147 - -	365 - -	73	73	- -
	Sir Isaac Newton Loan Society, York Minster Tavern, 49, Dean-street, Soho.	155 - -	239 - -	382 - -	64	62	- -
	Star of the West Loan Society, Rose and Crown, Dean-street, Soho.	230 - -	577 - -	1,117 - -	279	240	14 - -
	Loan Society, Red Bull, 20, St. Anne's-court, Dean-street, Soho.	34 - -	30 - -	57 - -	41	40	- -
	Loan Society, Red Lion, Portland-street, Soho.	60 - -	206 - -	177 - -	49	49	- -
	Loan Society, Golden Lion Tavern, Wardour-street, Soho.	407 - -	757 - -	1,069 - -	234	234	1 - -
	Loan Society, Hand and Racket, 21, Whitcombe-street, Soho.	243 - -	529 - -	1,021 - -	212	194	8 - -
	Independent Mutual Loan Society, Duke of York, Phœnix-street, Somers Town.	88 - -	208 - -	350 - -	47	47	2 - -
	Loan Society, Eastnor Castle, Union-street, Somers Town.	2 - -	90 - -	- -	- -	- -	- -
	Loan Society, Unicorn Tavern, 34, Ossulston-street, Somers Town.	179 - -	- -	140 - -	74	74	- -
	Equitable Loan Society, Sidney Arms, Charles-street, Stepney.	73 - -	133 - -	274 - -	24	24	1 - -
	Loan Society, Plough Tavern, Old Manor-road, Stepney.	45 - -	96 - -	182 - -	54	53	- -
	Loan Society, Queen Victoria, Queen-street, Stepney.	318 - -	589 - -	1,027 - -	- -	157	13 - -
	Loan Society, Crystal Palace, 1, Rhodeswell-road, Stepney.	19 - -	26 - -	65 - -	18	18	- -
	Loan Society, White Horse Tavern, White Horse-street, Stepney.	108 - -	194 - -	231 - -	84	80	2 - -
	Loan Society, Coach and Horses, Matthias-road, Stoke Newington-green.	280 - -	- -	254 - -	- -	- -	- -
	Beaufort Friendly Loan Society, Old Plough Tavern, Beaufort-buildings, Strand.	125 - -	140 - -	183 - -	36	35	- -
	Adelphi Loan Society, 2, Buckingham-street, Strand.	609 - -	377 - -	- -	80	78	1 - -
	Loan Society, Duke of Wellington, 92, Drury-lane, Strand.	1,063 - -	518 - -	443 - -	95	94	- -
	Loan Society, Sun and Apple Tree, White Hart-street, Drury-lane, Strand.	162 - -	296 - -	612 - -	43	43	- -
	Legality Mutual Loan Society, Essex Head, Essex-street, Strand.	389 - -	920 - -	1,656 - -	301	295	18 - -
	Loan Society, Castle, Thames-street, Sunbury.	58 - -	37 - -	92 - -	25	25	1 - -
	Loan Society, Lion and Key, Lower Thames-street.	124 - -	273 - -	312 - -	71	63	3 - -
	Victoria Mutual Aid Loan Society, Bedford Head, 236, Tottenham Court-road.	80 - -	803 - -	2,400 - -	206	205	12 - -
	Mutual Loan Society, 17, Windmill-street, Tottenham Court-road.	94 - -	56 - -	61 - -	42	40	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
11 - -	19 - -	7 - -	11 - -	—	—	—	—	—	—	—
30 - -	71 - -	29 - -	36 - -	1 - -	15	- -	35 - -	7 - -	2 - -	2 - -
14 - -	14 - -	9 - -	5 - -	—	—	—	—	—	—	—
11 - -	15 - -	3 - -	7 - -	4 - -	—	—	—	—	—	—
- -	- -	1 - -	—	—	—	—	—	—	—	—
2 - -	2 - -	3 - -	1 - -	1 - -	—	—	—	—	—	—
31 - -	40 - -	18 - -	20 - -	2 - -	—	—	—	—	—	—
18 - -	27 - -	10 - -	20 - -	4 - -	—	—	—	—	—	—
18 - -	21 - -	4 - -	17 - -	—	—	—	—	—	—	—
16 - -	20 - -	9 - -	10 - -	- -	6	- -	17 - -	13 - -	1 - -	—
2 - -	- -	2 - -	—	—	—	—	—	—	—	—
18 - -	24 - -	2 - -	21 - -	—	—	—	—	—	—	—
19 - -	19 - -	8 - -	19 - -	- -	1	1	4 - -	- —	—	—
55 - -	118 - -	66 - -	44 - -	11 - -	20	6	44 - -	21 - -	8 - -	6 - -
2 - -	2 - -	3 - -	3 - -	—	—	—	—	—	—	—
8 - -	17 - -	6 - -	- -	10 - -	2	1	4 - -	4 - -	—	—
45 - -	46 - -	23 - -	41 - -	3 - -	2	- -	8 - -	8 - -	—	—
50 - -	58 - -	31 - -	58 - -	8 - -	7	- -	19 - -	19 - -	3 - -	3 - -
14 - -	19 - -	10 - -	9 - -	- -	3	- -	8 - -	8 - -	1 - -	1 - -
- -	- -	2 - -	- -	- -	2	- -	3 - -	1 - -	—	—
8 - -	- -	5 - -	- -	4 - -	1	- -	- -	5 - -	2 - -	8 - -
15 - -	1 - -	12 - -	17 - -	8 - -	—	—	—	—	—	—
9 - -	- -	- -	10 - -	—	—	—	—	—	—	—
51 - -	- -	23 - -	—	—	—	—	—	—	—	—
3 - -	6 - -	3 - -	3 - -	—	—	—	—	—	—	—
11 - -	13 - -	- -	13 - -	—	—	—	—	—	—	—
- -	- -	14 - -	- -	- -	1	- -	3 - -	3 - -	—	—
9 - -	15 - -	13 - -	8 - -	- -	1	- -	3 - -	- -	1 - -	—
30 - -	48 - -	18 - -	25 - -	5 - -	—	—	—	—	—	—
23 - -	25 - -	21 - -	23 - -	1 - -	8	- -	18 - -	4 - -	—	—
36 - -	36 - -	10 - -	35 - -	—	—	—	—	—	—	—
98 - -	116 - -	37 - -	87 - -	- -	4	- -	11 - -	11 - -	6 - -	—
4 - -	6 - -	5 - -	5 - -	—	—	—	—	—	—	—
15 - -	19 - -	6 - -	12 - -	—	—	—	—	—	—	—
106 - -	120 - -	52 - -	83 - -	12 - -	7	- -	38 - -	22 - -	3 - -	2 - -
4 - -	12 - -	6 - -	3 - -	1 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
MIDDLESEX—*cont^d.*	Loan Society, Bee Hive, Stonely South, Tottenham.	411 - -	220 - -	411 - -	86	83	2 - -
	Working Men's Loan Society, Palm Tree, Palm-street, Grove-road, Victoria-park.	16 - -	131 - -	99 - -	20	20	- - -
	Loan Society, 2, Bedford-terrace, Old Ford-road, Victoria-park.	30 - -	51 - -	77 - -	29	29	- -
	Union Loan Society, Bull's Head, Old Gravel-lane, Wapping.	92 - -	130 - -	241 - -	61	59	4 - -
	Loan Society, Gun Tavern, 103, High-street, Wapping.	79 - -	141 - -	197 - -	56	50	2 - -
	Loan Society, Prince of Orange, Artillery-terrace, Victoria-street, Westminster.	154 - -	291 - -	1,524 - -	149	149	- -
	Westminster Mutual Loan Society, Hoop and Grapes, Broadway, Westminster.	206 - -	468 - -	764 - -	195	171	14 - -
	Temperance Loan Society, Little Hall, Carteret-street, Westminster.	- -	1,158 - -	2,079 - -	401	375	19 - -
	Loan Society, Carpenters' Arms, Chapter-street, Regent-street, Westminster.	582 - -	386 - -	582 - -	122	119	3 - -
	Imperial Loan Society, Two Chairmen, Dartmouth-street, Westminster.	334 - -	957 - -	1,602 - -	336	310	28 - -
	Perseverance Loan Society, Horse Shoe, Little George-street, Westminster.	- -	1,893 - -	2,400 - -	500	460	32 - -
	Trafalgar Loan Society, The Rifleman, Horseferry-road, Westminster.	174 - -	211 - -	366 - -	96	89	2 - -
	Loan Society, Old King's Head, Markham-street, Westminster.	71 - -	229 - -	299 - -	112	112	8 - -
	Loan Society, Crown, Tufton-street, Westminster.	274 - -	104 - -	194 - -	25	25	- -
	Loan Society, Westminster Arms, 75, Page-street, Westminster.	599 - -	554 - -	811 - -	157	157	6 - -
	Working Men's Club Loan Society, No. 2, Working Men's Club, Old Pye-street, Westminster.	97 - -	130 - -	230 - -	55	54	1 - -
	City of Westminster Loan Society, Three Jolly Gardeners, 6, Rochester-row, Westminster.	399 - -	796 - -	1,246 - -	290	257	20 - -
	Pride of Westminster Loan Society, The Feathers, 21, Great Smith-street, Westminster.	580 - -	1,202 - -	1,842 - -	368	351	19 - -
	Mutual Loan Society, Old Bell, New Tothill-street, Westminster.	101 - -	172 - -	266 - -	51	48	5 - -
	Loan Society, Ship, Vine-street, Westminster.	141 - -	336 - -	508 - -	116	114	2 - -
	Loan Society, George, Vine-street, Westminster.	79 - -	111 - -	180 - -	47	47	- -
	United Loan Society, Black Horse, York-street, Westminster.	457 - -	967 - -	1,664 - -	398	342	32 - -
	Loan Society, Buxton Coffee House, 35, Church-lane, Whitechapel.	164 - -	465 - -	587 - -	132	130	- -
	Benevolent Loan Society, Jews' Infant School, Commercial-street, Whitechapel.	- -	42 - -	730 - -	- -	200	- -
	East London Co-operative Loan Society, Lamb Inn, Dorset-street, Commercial-road East, Whitechapel.	123 - -	92 - -	168 - -	80	80	- -
	Loan Society, Green Man, Jane-street, Commercial-road East, Whitechapel.	195 - -	491 - -	551 - -	171	171	3 - -
	Loan Society, Bricklayers' Arms, Upper Fenton-street, Commercial-road East, Whitechapel.	84 - -	190 - -	245 - -	60	60	- -
	Loan Society, White Hart, 10, Greenfield-street, Commercial-road East, Whitechapel.	42 - -	234 - -	160 - -	51	50	- -
	Loan Society, Crown and Anchor, Harding-street, Commercial-road, Whitechapel.	54 - -	71 - -	144 - -	55	55	- -
	Comet Loan Society, Hungerford Arms, Commercial-road East, Whitechapel.	9 - -	51 - -	90 - -	64	63	2 - -
	Sons of Industry Loan Society, George and Vulture Tavern, St. George's-street, Whitechapel.	204 - -	431 - -	1,066 - -	99	99	4 - -
	Loan Society, 56, Mansell-street, Goodman's Fields, Whitechapel.	46 - -	63 - -	58 - -	21	21	- -
	Loan Society, Farriers' Arms, Mansell-passage, Haydon-square, Whitechapel.	62 - -	63 - -	141 - -	49	49	- -
	Hand-in-Hand Loan Society, Coach and Horses, Middlesex-street, Whitechapel.	45 - -	84 - -	103 - -	44	44	13 - -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
20 - -	22 - -	9 - -	20 - -	- -	3	1	14 - -	14 - -	1 - -	1 - -
4 - -	15 - -	9 - -	6 - -	6 - -	—	—	—	—	—	—
3 - -	- -	- -	3 - -	—	—	—	—	—	—	—
12 - -	16 - -	6 - -	8 - -	1 - -	—	—	—	—	—	—
14 - -	17 - -	- -	- -	- -	2	1	6 - -	6 - -	1 - -	—
27 - -	27 - -	14 - -	25 - -	8 - -	4	2	8 - -	4 - -	1 - -	—
38 - -	52 - -	18 - -	33 - -	1 - -	—	—	—	—	—	—
104 - -	165 - -	61 - -	91 - -	13 - -	9	1	15 - -	9 - -	1 - -	—
32 - -	36 - -	23 - -	32 - -	- -	4	1	10 - -	4 - -	1 - -	—
80 - -	108 - -	27 - -	77 - -	4 - -	16	- -	35 - -	16 - -	4 - -	3 - -
122 - -	154 - -	26 - -	150 - -	- -	71	8	180 - -	132 - -	13 - -	9 - -
21 - -	24 - -	10 - -	17 - -	- -	4	- -	12 - -	8 - -	1 - -	- -
14 - -	23 - -	6 - -	15 - -	1 - -	3	- -	7 - -	7 - -	1 - -	7 - -
9 - -	9 - -	4 - -	6 - -	- -	1	- -	2 - -	1 - -	—	—
2 - -	2 - -	35 - -	32 - -	14 - -	4	1	16 - -	10 - -	1 - -	—
10 - -	- -	11 - -	9 - -	- -	1	—	—	—	—	—
62 - -	83 - -	22 - -	58 - -	1 - -	17	- -	39 - -	24 - -	3 - -	1 - -
92 - -	148 - -	53 - -	65 - -	9 - -	20	- -	29 - -	13 - -	3 - -	1 - -
10 - -	231 - -	9 - -	8 - -	17 - -	—	—	—	—	—	—
25 - -	32 - -	2 - -	26 - -	2 - -	—	—	—	—	—	—
9 - -	10 - -	7 - -	9 - -	1 - -	—	—	—	—	—	—
83 - -	115 - -	28 - -	82 - -	6 - -	11	- -	16 - -	12 - -	3 - -	2 - -
29 - -	49 - -	20 - -	28 - -	—	—	—	—	—	—	—
- -	- -	73 - -	—	—	—	—	—	—	—	—
9 - -	- -	10 - -	9 - -	1 - -	—	—	—	—	—	- -
27 - -	27 - -	21 - -	27 - -	27 - -	2	- -	8 - -	8 - -	—	- -
12 - -	22 - -	10 - -	—	—	—	—	—	—	—	- -
8 - -	10 - -	6 - -	7 - -	1 - -	2	- -	2 - -	1 - -	1 - -	—
7 - -	8 - -	5 - -	5 - -	3 - -	—	—	—	—	—	—
4 - -	12 - -	6 - -	- -	6 - -	—	—	—	—	—	- -
30 - -	39 - -	24 - -	35 - -	1 - -	2	—	—	—	—	- -
2 - -	3 - -	4 - -	4 - -	—	—	—	—	—	—	—
7 - -	8 - -	- -	6 -	—	—	—	—	—	—	—
5 - -	13 - -	3 - -	-	5 - -	4	1	5 - -	5 - -	—	- -

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
NORFOLK	Working Man's Loan Society, 12, Bank-street, Norwich.	145 – –	127 – –	369 – –	116	84	4 – –
	Loyal Industry Loan Society, Clitheroe's Rooms, Norwich.	86 – –	530 – –	1,189 – –	390	338	12 – –
	Loyal Standard Loan Society, Clitheroe's Rooms, Norwich.	12 – –	268 – –	692 – –	256	219	7 – –
	Friendly Alliance Loan Society, Jolly Skinners' Inn, Oak-street, Norwich.	6 – –	104 – –	189 – –	70	64	2 – –
	United Foresters' Friendly Loan Society, Red Lion-street, Norwich.	18 – –	53 – –	177 – –	54	54	1 – –
	Permanent Loan Society, Sons of Commerce Tavern, Thorn-lane, Norwich.	156 – –	692 – –	1,566 – –	535	435	16 – –
	Good Samaritan Loan Society, 2, Donger-place, Yarmouth.	58 – –	156 – –	261 – –	66	66	4 – –
	Star Loan Society, Row 90, 15, King-street, Yarmouth.	82 – –	524 – –	887 – –	196	174	11 – –
NORTHAMPTON	Good Intent Loan Society, Warwick-street, Daventry.	150 – –	148 – –	150 – –	61	43	– –
	Working Man's Provident Loan Society, Temperance Hotel, Abington-street, Northampton.	– –	576 – –	1,266 – –	493	427	14 – –
	Loan Society, 2, St. Andrew's-square, Northampton.	92 – –	208 – –	431 – –	130	111	8 – –
	Mechanics' Loan Society, 17, Francis-street, Northampton.	– –	106 – –	293 – –	140	119	3 – –
	Working Man's Loan Society, 50, Upper Mount-street, Northampton.	61 – –	392 – –	786 – –	295	236	12 – –
	Loan Society, 24, Priory-street, Northampton.	421 – –	293 – –	780 – –	220	156	16 – –
	Friend-in-Need Loan Society, 32, Vernon-street, Northampton.	44 – –	133 – –	303 – –	141	116	10 – –
	Loan Society, 1, Victoria-street, Northampton.	17 – –	275 – –	703 – –	274	231	17 – –
	United Friendly Provident Loan Society, 131, Wellingborough-road, Northampton.	5 – –	409 – –	1,011 – –	384	357	9 – –
	Unity Loan Society, 19, Wellington-place, Northampton.	32 – –	80 – –	228 – –	56	56	4 – –
	Equitable Loan Society, 16, West-street, Northampton.	126 – –	737 – –	1,917 – –	643	545	40 – –
NOTTINGHAM	Poor Man's Loan Society, Joseph Reeves, Kimberley Flat.	– –	70 – –	– –	–	–	– –
	Good Intent Provident Loan Society, 3, St. Ann's-street, New Lenton.	– –	63 – –	111 – –	59	56	1 – –
	Prince of Wales Loan Society, Smith's Arms, Willoughby-street, New Lenton.	– –	21 – –	19 – –	20	12	– –
	Mutual Loan Society, 8, Rice's-place, Barker-gate, Nottingham.	– –	50 – –	250 – –	130	130	1 – –
	Loan Society, Truman's-yard, Beast Market-hill, Nottingham.	– –	4,519 – –	7,852 – –	1,779	1,691	140 – –
	Working Man's Friendly Loan Society, Old Plough Inn, Beck-lane, Nottingham.	448 – –	266 – –	448 – –	194	169	9 – –
	Poor Man's Loan Society, Pheasant Inn, Charlotte-street, Nottingham.	– –	132 – –	273 – –	149	149	3 – –
	Loan Society, 3, Clinton-street, Nottingham.	– –	14,696 – –	21,312 – –	3,860	3,510	289 – –
	Nottingham and Nottinghamshire Loan Society, Mr. Clayton's, Clumber-street, Nottingham.	113 – –	512 – –	678 – –	206	190	14 – –
	Poor Man's Friendly Loan Society, Leopard Inn, Derby-road, Nottingham.	112 – –	105 – –	91 – –	50	47	1 – –
	Friendly Alliance Mutual Loan Society, 18, Drury-hill, Nottingham.	196 – –	763 – –	1,226 – –	459	374	34 – –
	Poor Man's Friendly Loan Society, Marquis of Granby Inn, Drury-hill, Nottingham.	– –	103 – –	225 – –	112	112	5 – –
	Incorporated Loan Society, 20, Haughton-street, Nottingham.	656 – –	6,060 – –	9,431 – –	2,400	2,090	180 – –
	Working Man's Friendly Loan Society, Robin Hood, Hockley, Nottingham.	– –	41 – –	38 – –	38	38	– –
	Hope Provident Loan Society, Peacock Inn, Melbourne-street, Nottingham.	21 – –	224 – –	265 – –	130	101	5 – –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
12 – –	17 – –	7 – –	– –	9 – –	—	—	—	—	—	—
39 – –	51 – –	16 – –	35 – –	—	—	—	—	—	—	—
23 – –	30 – –	6 – –	23 – –	—	—	—	—	—	—	—
7 – –	9 – –	3 – –	– –	6 – –	2	– –	6 – –	5 – –	3 – –	—
5 – –	7 – –	3 – –	4 – –	—	—	—	—	—	—	—
52 – –	68 – –	24 – –	44 – –	– –	6	– –	7 – –	7 – –	1 – –	—
13 – –	17 – –	5 – –	11 – –	– –	1	– –	4 – –	—	—	—
44 – –	56 – –	15 – –	15 – –	24 – –	4	– –	7 – –	1 – –	—	—
16 – –	17 – –	3 – –	8 – –	12 – –	—	—	—	—	—	—
42 – –	57 – –	12 – –	23 – –	21 – –	17	4	27 – –	23 – –	2 – –	—
18 – –	19 – –	8 – –	18 – –	1 – –	– –	– –	– –	396 – –	5 – –	5 – –
9 – –	12 – –	2 – –	10 – –	—	—	—	—	—	—	—
26 – –	38 – –	12 – –	10 – –	16 – –	– –	2	– –	1 – –	1 – –	—
26 – –	42 – –	8 – –	20 – –	11 – –	8	2	5 – –	490 – –	6 – –	1 – –
10 – –	21 – –	9 – –	4 – –	– –	4	1	5 – –	2 – –	1 – –	—
23 – –	30 – –	9 – –	16 – –	– –	10	1	11 – –	10 – –	3 – –	1 – –
29 – –	38 – –	15 – –	23 – –	4 – –	7	– –	20 – –	15 – –	1 – –	—
7 – –	11 – –	1 – –	10 – –	– –	3	– –	3 – –	1 – –	—	—
62 – –	103 – –	28 – –	– –	75 – –	56	7	96 – –	70 – –	13 – –	8 – –
– –	– –	17 – –	4 – –	– –	210	21	215 – –	91 – –	36 – –	11 – –
6 – –	7 – –	3 – –	– –	4 – –	—	—	—	—	—	—
– –	1 – –	– –	– –	– –	12	—	—	—	—	—
12 – –	14 – –	8 – –	2 – –	4 – –	—	—	—	—	—	—
499 – –	639 – –	271 – –	367 – –	– –	621	218	1,347 – –	1,497 – –	109 – –	214 – –
19 – –	28 – –	19 – –	– –	9 – –	—	—	—	—	—	—
13 – –	17 – –	4 – –	6 – –	6 – –	—	—	—	—	—	—
1,278 – –	1,568 – –	575 – –	624 – –	369 – –	147	9	622 – –	614 – –	37 – –	50 – –
33 – –	48 – –	17 – –	23 – –	7 – –	9	– –	22 – –	12 – –	4 – –	2 – –
4 – –	6 – –	8 – –	3 – –	—	—	—	—	—	—	—
61 – –	95 – –	39 – –	45 – –	9 – –	31	9	42 – –	20 – –	7 – –	5 – –
11 – –	16 – –	7 – –	5 – –	4 – –	—	—	—	—	—	—
565 – –	745 – –	240 – –	420 – –	30 – –	88	2	123 – –	56 – –	25 – –	23 – –
1 – –	2 – –	2 – –	– –	– –	1	—	—	—	—	—
13 – –	19 – –	14 – –	3 – –	– –	14	2	12 – –	9 – –	3 – –	2 – –

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
NOTTINGHAM—*continued.*	Friendly Loan Society, George and Dragon, North-street, Nottingham.	56 – –	59 – –	114 – –	67	63	2 – –
	Poor Man's Loan Society, Fox and Owl Inn, Parliament-street, Nottingham.	1 – –	146 – –	404 – –	248	216	7 – –
	Poor Man's Friendly Loan Society, Dog and Partridge, Lower Parliament-street, Nottingham.	– –	15 – –	– –	– –	– –	– –
	Operatives' Loan Society, 18, Stretton-street, Union-road, Nottingham.	10 – –	93 – –	140 – –	96	80	4 – –
	Friendly Anchor Loan Society, Three Tuns, Warsergate, Nottingham.	68 – –	60 – –	57 – –	28	26	1 – –
	Loan Society, 10, Middle Hill, Week-day Cross, Nottingham.	– –	2,767 – –	2,060 – –	361	327	27 – –
	Equitable Loan Society, Union-street, Retford.	3,105 – –	1,152 – –	2,494 – –	403	396	21 – –
	Nottingham and Sneinton Loan Society, Sneinton-road, Sneinton.	325 – –	189 – –	325 – –	80	78	6 – –
	Worksop Equitable Loan Society, Canal-road, Worksop.	464 – –	476 – –	741 – –	116	106	6 – –
SOMERSET –	Weston-super-Mare Loan Society, Town Hall.	1 – –	74 – –	394 – –	110	88	6 – –
STAFFORD – –	North Staffordshire Loan Society, 44, Waterloo-road, Burslem.	– –	3,066 – –	4,230 – –	915	736	68 – –
	Potteries Loan Society, 58, Miles Bank, Hanley.	– –	10,266 – –	10,501 – –	2,786	2,150	208 – –
	Borough Loan Society, 37, William-street, Hanley.	– –	513 – –	545 – –	107	103	8 – –
	Economic Loan Society, Silk-street, Leek	– –	25 – –	– –	– –	– –	– –
	County Loan Society, 17, Bagnall-street, Newcastle.	– –	1,819 – –	1,307 – –	481	415	36 – –
	Economic Loan Society, Thomas-street, Stoke-upon-Trent.	– –	5,016 – –	3,396 – –	936	837	70 – –
SURREY – –	Battersea Park Loan Society, Plough and Harrow Tavern, Battersea.	73 – –	31 – –	80 – –	20	20	5 – –
	Loan Society, Star and Garter, Church-road, Battersea.	56 – –	224 – –	268 – –	35	34	– –
	Loan Society, Falcon Inn, St. John's Hill, Battersea Rise.	152 – –	364 – –	524 – –	96	86	3 – –
	New Wandsworth Loan Society, Surrey Hounds, St. John's Hill, Battersea.	68 – –	85 – –	154 – –	56	54	2 – –
	Institute Loan Society, Stag, King-street, Battersea.	52 – –	116 – –	195 – –	30	30	– –
	Loan Society, British Lion, Acre-street, New-road, Battersea.	69 – –	126 – –	291 – –	66	66	– –
	St. John's Loan Society, the Builder's Arms, York-road, Battersea.	230 – –	538 – –	1,074 – –	250	250	– –
	United Loan Society, Black Swan, York-road, Battersea.	59 – –	101 – –	147 – –	63	55	1 – –
	Loan Society, Jolly Gardeners, York-road, Battersea.	203 – –	799 – –	1,698 – –	450	393	– –
	Loan Society, Park Tavern, Battersea Park.	325 – –	405 – –	750 – –	115	115	3 – –
	Loan Society, Prince of Wales Inn, Battersea Park.	346 – –	790 – –	3,339 – –	276	244	33 – –
	Loan Society, Horns Tavern, Bermondsey-square.	93 – –	141 – –	230 – –	69	67	– –
	Loan Society, Woolpack Tavern, Bermondsey-street.	41 – –	168 – –	148 – –	25	7	– –
	Loan Society, Rose and Lily, Drummond-road, Blue Anchor-road, Bermondsey.	540 – –	1,319 – –	1,945 – –	454	373	18 – –
	Loan Society, Queen Victoria, Blue Anchor-road, Bermondsey.	53 – –	172 – –	271 – –	72	53	3 – –
	Temperance and General Loan Society, Temperance Hall, Arnold's-place, Dockhead, Bermondsey.	97 – –	168 – –	278 – –	103	78	5 – –
	Loan Society, Royal George, Great George-street, Bermondsey.	6 – –	199 – –	36 – –	30	7	– –
	Loan Society, King's Arms, Hickman's Folly, Bermondsey.	47 – –	47 – –	96 – –	43	29	– –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
5 – –	8 – –	5 – –	– –	2 – –	2	– –	2 – –	2 – –	—	—
18 – –	26 – –	20 – –	2 – –	3 – –	15	– –	11 – –	5 – –	3 – –	—
– –	– –	– –	– –	– –	2	– –	2 – –	5 – –	—	—
7 – –	11 – –	3 – –	4 – –	4 – –	1	—	—	—	—	—
2 – –	3 – –	1 – –	– –	1 – –	—	—	—	—	—	—
117 – –	144 – –	71 – –	73 – –	– –	54	40	124 – –	102 – –	24 – –	10 – –
124 – –	146 – –	55 – –	100 – –	– –	4	– –	8 – –	6 – –	—	—
18 – –	24 – –	10 – –	7 – –	6 – –	—	—	—	—	—	—
37 – –	43 – –	16 – –	23 – –	3 – –	—	—	—	—	—	—
6 – –	13 – –	12 – –	– –	– –	3	– –	2 – –	—	—	—
253 – –	322 – –	296 – –	14 – –	11 – –	77	– –	244 – –	190 – –	16 – –	10 – –
630 – –	839 – –	480 – –	359 – –	– –	754	6	1,900 – –	1,500 – –	65 – –	74 – –
32 – –	40 – –	58 – –	26 – –	– –	20	3	40 – –	35 – –	4 – –	3 – –
– –	– –	10 – –	– –	– –	27	2	54 – –	47 – –	3 – –	3 – –
78 – –	114 – –	84 – –	51 – –	– –	239	10	274 – –	150 – –	22 – –	36 – –
204 – –	274 – –	150 – –	209 – –	– –	311	16	456 – –	342 – –	34 – –	50 – –
4 – –	9 – –	5 – –	2 – –	1 – –	—	—	—	—	—	—
13 – –	14 – –	11 – –	12 – –	– –	1	– –	12 – –	—	—	—
26 – –	30 – –	25 – –	23 – –	2 – –	23	2	47 – –	31 – –	5 – –	6 – –
7 – –	10 – –	6 – –	4 – –	– –	12	– –	18 – –	15 – –	1 – –	2 – –
9 – –	10 – –	5 – –	9 – –	– –	1	– –	3 – –	3 – –	—	—
14 – –	22 – –	5 – –	15 – –	1 – –	—	—	—	—	—	—
53 – –	– –	4 – –	49 – –	—	—	—	—	—	—	—
7 – –	9 – –	1 – –	6 – –	—	—	—	—	—	—	—
84 – –	11 – –	7 – –	88 – –	– –	9	– –	17 – –	2 – –	– –	1 – –
37 – –	41 – –	13 – –	34 – –	—	—	—	—	—	—	—
75 – –	108 – –	36 – –	66 – –	6 – –	4	1	35 – –	20 – –	1 – –	1 – –
10 – –	15 – –	4 – –	8 – –	2 – –	—	—	—	—	—	—
1 – –	– –	6 – –	1 – –	—	—	—	—	—	—	—
97 – –	116 – –	55 – –	75 – –	– –	66	2	138 – –	48 – –	11 – –	5 – –
13 – –	16 – –	7 – –	14 – –	2 – –	2	– –	2 – –	2 – –	—	—
14 – –	19 – –	10 – –	12 – –	1 – –	3	– –	10 – –	3 – –	1 – –	—
– –	1 – –	3 – –	2 – –	– –	2	– –	9 – –	2 – –	—	—
4 – –	10 – –	2 – –	7 – –	7 – –	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*continued.*	Loan Society, Thames Tunnel Tavern, Jamaica-row, Bermondsey.	46 – –	72 – –	92 – –	18	18	– –
	Hand-in-Hand Loan Society, Southwark Park Tavern, Jamaica Level, Bermondsey.	87 – –	87 – –	134 – –	63	61	2 – –
	Loan Society, Star and Garter, Neckinger-road, Bermondsey.	9 – –	4 – –	13 – –	7	6	– –
	Loan Society, Prince Alfred Tavern, Queen's-road, Bermondsey.	157 – –	404 – –	350 – –	65	56	2 – –
	Loan Society, Hand and Marigold, Star Corner, Bermondsey.	75 – –	106 – –	206 – –	48	28	– –
	Loan Society, 45, Blackfriars-road	7 – –	63 – –	4 – –	6	2	– –
	Loan Society, Surrey Arms, 133, Blackfriars-road.	11 – –	46 – –	9 – –	2	2	– –
	Loan Society, White Horse, George-street, Blackfriars-road.	173 – –	563 – –	743 – –	188	188	38 – –
	Loan Society, Angel Tavern, Upper Ground-street, Blackfriars.	87 – –	207 – –	205 – –	56	56	– –
	Loan Society, Castle Tavern, Holland-street, Blackfriars-road.	158 – –	309 – –	484 – –	101	101	– –
	Loan Society, Lord Nelson, Nelson-square, Blackfriars-road.	509 – –	1,376 – –	1,752 – –	253	253	3 – –
	Vulcan Loan Society, Coachmakers' Arms, Robert-street, Blackfriars.	20 – –	26 – –	15 – –	5	3	– –
	Loan Society, 62, Blackman-street, Borough.	81 – –	126 – –	171 – –	28	28	1 – –
	Loan Society, Eagle, 3, Circular-road, Union-road, Borough.	145 – –	303 – –	397 – –	82	72	4 – –
	Equitable Loan Society, Feathers Tavern, Stoney-street, Borough.	46 – –	58 – –	77 – –	24	24	– –
	Loan Society, Bricklayers' Arms, Chapel-court, High-street, Borough.	533 – –	354 – –	472 – –	97	97	3 – –
	Loan Society, Anchor, Cranmer-road, North Brixton.	81 – –	50 – –	189 – –	42	42	– –
	Streatham and Brixton Loan Society, Coach and Horses, Cowper-place, Brixton-hill.	32 – –	25 – –	47 – –	27	26	– –
	Provident Loan Society, Joiners' Arms, Lyham-road, Brixton-hill.	488 – –	121 – –	440 – –	52	52	3 – –
	Loan Society, Sussex Arms, Sussex-road, Brixton.	60 – –	100 – –	102 – –	31	31	– –
	Loan Society, The Hogs, Broadwall	123 – –	572 – –	511 – –	110	110	– –
	Loan Society, Albany Tap, Albany-road, Camberwell.	103 – –	120 – –	124 – –	33	32	1 – –
	Loan Society, Prince of Wales, Brunswick-road, Camberwell.	12 – –	2 – –	4 – –	2	2	– –
	Loan Society, Clarendon Arms, 225, Camberwell New-road.	496 – –	435 – –	496 – –	94	94	1 – –
	Loan Society, Robin Hood and Little John, Denmark-street, Camberwell.	112 – –	154 – –	270 – –	41	41	1 – –
	Loan Society, Duke of York Tavern, Camberwell New-road.	92 – –	588 – –	671 – –	95	94	2 – –
	Loan Society, Hever Castle Tavern, D'Eynsford-road, Camberwell-park.	80 – –	194 – –	221 – –	51	48	1 – –
	Loan Society, Prince Alfred, Bromell's-road, Clapham.	5 – –	8 – –	– –	7	7	—
	Loan Society, Anchor Tap, Dorset-street, Clapham-road.	95 – –	67 – –	195 – –	62	47	– –
	Loan Society, Olive Branch, High-street, Clapham.	124 – –	132 – –	244 – –	76	71	1 – –
	Loan Society, Tim Bobbin Inn, Orchard-street, Clapham.	89 – –	234 – –	367 – –	80	80	2 – –
	Loan Society, Masons' Arms, Park-crescent, Clapham.	31 – –	103 – –	116 – –	40	25	– –
	Friendly Loan Society, Windmill, Park-road, Clapham.	33 –	46 – –	63 – –	24	24	– –
	Independent Loan Society, Union Arms, Union-road, Clapham.	197 – –	343 – –	595 – –	147	142	4 – –
	Loan Society, Town Hall, High-street, Croydon.	979 – –	2,182 – –	4,521 – –	574	539	25 – –
	Loan Society, Horselydown Tavern, Fair-street, Horselydown.	158 – –	365 – –	834 – –	85	85	3 – –
	Royal Albion Loan Society, King of Prussia, Fair-street, Horslydown.	98 – –	498 – –	113 – –	30	30	– –
	Loan Society, Lord Nelson, 15, Fair-street, Horselydown.	136 – –	205 – –	337 – –	67	67	2 – –
	Loan Society, Red Lion, Horselydown-lane, Horselydown.	115 – –	172 – –	175 – –	43	42	2 – –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
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6 - -	11 - -	5 - -	5 - -	—	—	—	—	—	—	—
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18 - -	20 - -	15 - -	5 - -	- -	8	- -	33 - -	5 - -	3 - -	—
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- -	- -	- -	- -	- -	10	1	13 - -	4 - -	—	—
- -	- -	6 - -	- -	- -	1	- -	2 - -	- -	6 - -	—
38 - -	- -	23 - -	40 - -	40 - -	—	—	—	—	—	—
10 - -	22 - -	12 - -	8 - -	1 - -	1	- -	1 - -	4 - -	—	—
24 - -	- -	11 - -	27 - -	- -	1	- -	4 - -	—	—	—
87 - -	91 - -	50 - -	86 - -	8 - -	8	- -	14 - -	3 - -	3 - -	—
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19 - -	30 - -	13 - -	15 - -	1 - -	—	—	—	—	—	—
3 - -	4 - -	6 - -	4 - -	- -	1	- -	1 - -	1 - -	—	—
23 - -	40 - -	13 - -	35 - -	9 - -	1	1	2 - -	—	—	—
10 - -	11 - -	6 - -	4 - -	—	—	—	—	—	—	—
2 - -	2 - -	1 - -	- -	1 - -	1	- -	1 - -	39 - -	—	—
12 - -	15 - -	22 - -	15 - -	26 - -	5	- -	9 - -	9 - -	1 - -	1 - -
5 - -	9 - -	6 - -	—	—	—	—	—	—	—	—
25 - -	37 - -	17 - -	20 - -	- -	2	—	—	—	—	—
6 - -	21 - -	14 - -	7 - -	- -	3	- -	9 - -	4 - -	—	—
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24 - -	26 - -	13 - -	24 - -	2 - -	1	- -	3 - -	3 - -	—	—
14 - -	16 - -	6 - -	14 - -	2 - -	—	—	—	—	—	—
33 - -	49 - -	15 - -	30 - -	4 - -	3	2	3 - -	3 - -	—	—
11 - -	14 - -	1 - -	11 - -	1 - -	2	- -	2 - -	2 - -	—	—
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5 - -	- -	3 - -	6 - -	—	—	—	—	—	—	—
3 - -	6 - -	2 - -	- -	3 - -	—	—	—	—	—	—
29 - -	47 - -	10 - -	16 - -	21 - -	5	1	17 - -	12 - -	3 - -	—
216 - -	241 - -	89 - -	115 - -	37 - -	74	- -	153 - -	131 - -	14 - -	11 - -
28 - -	32 - -	15 - -	28 - -	8 - -	1	- -	1 - -	1 - -	—	—
5 - -	32 - -	26 - -	5 - -	—	—	—	—	—	—	—
16 - -	28 - -	13 - -	12 - -	2 - -	1	- -	1 - -	1 - -	—	—
8 - -	11 - -	7 - -	10 - -	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*cont^d.*	Loan Society, Sir Sidney Smith, Chester-street, Kennington-road.	79 – –	59 – –	115 – –	39	38	– –
	Loan Society, Cricketers, Clayton-street, Kennington-oval.	33 – –	17 – –	47 – –	21	20	– –
	Friends of Progress Loan Society, Rose and Crown, East-street, Kennington-road.	48 – –	68 – –	160 – –	54	54	– –
	Loan Society, Duke of Cambridge, Mansion-house-street, Kennington.	250 – –	938 – –	1,745 – –	290	270	7 – –
	Loan Society, Lamb and Hare, Portsmouth-place, Lower Kennington-lane.	559 – –	307 – –	906 – –	148	146	– –
	Loan Society, Prince of Wales, Princes-square, Kennington.	61 – –	384 – –	561 – –	96	92	5 – –
	Loan Society, Carpenters' Arms, William-street, Kennington.	241 – –	435 – –	535 – –	72	72	– –
	Loan Society, Archduke Charles, White Hart-street, Kennington.	200 – –	373 – –	747 – –	152	151	3 – –
	Loan Society, Raby Castle, Esher-street, Upper Kennington-lane.	49 – –	146 – –	167 – –	45	39	– –
	Loan Society, King's Head, Upper Kennington-lane.	137 – –	568 – –	831 – –	151	151	4 – –
	Loan Society, Albion Tavern, Rodney-road, Walworth.	7 – –	40 – –	7 – –	—	—	—
	Workman's Mutual Loan Society, Woodman Inn, William-street, Harper-street, New Kent-road.	287 – –	296 – –	574 – –	152	140	10 – –
	Loan Society, 87, Old Kent-road – –	86 – –	155 – –	214 – –	46	46	1 – –
	Loan Society, Royal Albion, East-street, Old Kent-road.	39 – –	34 – –	73 – –	19	18	– –
	Loan Society, Canal Tavern, Trafalgar-road, Old Kent-road.	118 – –	98 – –	125 – –	48	45	1 – –
	Potters Loan Society, Lord Clyde Tavern, Auckland-street, Lambeth.	237 – –	849 – –	1,698 – –	357	347	10 – –
	Loan Society, Prince of Brunswick, Brunswick-street, Lambeth.	285 – –	1,048 – –	1,428 – –	213	210	11 – –
	Loan Society, Carlisle Arms, Carlisle-street, Lambeth.	112 – –	221 – –	379 – –	66	66	– –
	Loan Society, Peacock Tavern, Francis-street, Lambeth.	159 – –	636 – –	899 – –	178	142	1 – –
	Wakefield Loan Society, 41, Gibson-street, Lambeth.	220 – –	546 – –	707 – –	100	100	3 – –
	Waterloo Loan Society, Marquis of Granby, Granby-place, Lambeth.	587 – –	215 – –	275 – –	44	44	– –
	Loan Society, Prince of Wales, Jonathan-street, Lambeth.	32 – –	132 – –	89 – –	27	27	2 – –
	Mutual Loan Society, Masons' Arms, Lambeth-road.	99 – –	310 – –	550 – –	106	90	2 – –
	Loan Society, Mawbey Arms, Mawbey-street, Lambeth.	466 – –	585 – –	1,021 – –	187	175	4 – –
	Mutual Loan Society, Lambert's Factory, New Cut, Lambeth.	115 – –	62 – –	115 – –	28	28	– –
	Loan Society, Nag's Head, New-street, Lambeth.	177 – –	599 – –	842 – –	186	173	8 – –
	Loan Society, Waterman's Arms, Paris-street, Lambeth.	142 – –	128 – –	168 – –	32	32	1 – –
	Loan Society, Black Prince, Prince's-road, Lambeth.	88 – –	364 – –	458 – –	59	59	1 – –
	Boiler Makers' Loan Society, Rising Sun, Prince's-road, Lambeth.	128 – –	230 – –	451 – –	140	125	– –
	Loan Society, Rising Sun Tavern, Prince's-road, Lambeth.	345 – –	717 – –	1,543 – –	254	249	8 – –
	Loan Society, Salutation Tavern, Prince's-street, Lambeth.	92 – –	273 – –	273 – –	42	42	– –
	Artizan Loan Society, School Rooms, Prince's-street, Lambeth.	74 – –	63 – –	524 – –	98	98	– –
	Loan Society, Globe Tavern, Regent-street, Lambeth.	97 – –	359 – –	437 – –	68	67	1 – –
	Loan Society, Prince Regent Tavern, 130, Regent-street, Lambeth.	611 – –	781 – –	1,870 – –	240	235	5 – –
	Foresters' Loan Society, Builders' Arms, Wyvil-road, Lambeth.	16 – –	176 – –	262 – –	78	67	8 – –
	Good Intent Loan Society, Oxford Arms, 14, Westminster-road, Lambeth.	145 – –	247 – –	405 – –	77	– –	1 – –

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
5 - -	54 - -	14 - -	2 - -	—	—	—	—	—	—	—
2 - -	2 - -	2 - -	1 -	1 - -	—	—	—	—	—	—
8 - -	8 - -	4 - -	8 - -	—	—	—	—	—	—	—
87 - -	95 - -	17 - -	71 - -	21 - -	15	1	50 - -	30 - -	1 - -	1 - -
22 - -	23 - -	10 - -	31 - -	—	—	—	—	—	—	—
28 - -	45 - -	26 - -	24 - -	4 - -	—	—	—	—	—	—
26 - -	- -	17 - -	26 - -	—	—	—	—	—	—	—
37 - -	40 - -	- -	39 - -	1 - -	1	- -	2 - -	—	—	—
8 - -	27 - -	2 - -	11 - -	3 - -	—	—	—	—	—	—
41 - -	78 - -	12 - -	39 - -	20 - -	8	- -	15 - -	9 - -	—	—
—	—	—	—	—	—	—	—	—	—	—
32 - -	43 - -	18 - -	23 - -	1 - -	2	- -	5 - -	5 - -	—	—
10 - -	11 - -	7 - -	9 - -	1 - -	—	—	—	—	—	—
3 - -	8 - -	3 - -	4 - -	—	—	—	—	—	—	—
11 - -	12 - -	20 - -	8 - -	—	—	—	—	—	—	—
84 - -	94 - -	35 - -	- -	6 - -	9	1	10 - -	4 - -	1 - -	—
71 - -	86 - -	36 - -	67 - -	- -	4	- -	13 - -	16 - -	1 - -	—
18 - -	19 - -	10 - -	17 - -	—	—	—	—	—	—	—
47 - -	49 - -	20 - -	47 - -	4 - -	6	- -	39 - -	35 - -	1 - -	—
35 - -	60 - -	23 - -	37 - -	- -	1	- -	2 - -	2 - -	—	—
11 - -	11 - -	12 - -	14 - -	4 - -	—	—	—	—	—	—
6 - -	9 - -	5 - -	3 - -	- -	- -	- -	- -	- -	1 - -	2 - -
22 - -	32 - -	12 - -	18 - -	25 - -	1	- -	6 - -	4 - -	—	—
49 - -	80 - -	29 - -	44 - -	6 - -	1	1	6 - -	4 - -	—	—
5 - -	5 - -	- -	- -	5 -	2	- -	3 - -	3 - -	—	—
42 - -	50 - -	11 - -	48 - -	1 - -	6	- -	14 - -	10 - -	—	—
8 - -	11 - -	7 - -	8 - -	—	—	—	—	—	—	—
22 - -	33 - -	9 - -	23 - -	1 - -	—	—	—	—	—	—
27 - -	37 - -	10 - -	27 - -	27 - -	—	—	—	—	—	—
60 - -	69 - -	30 - -	59 - -	3 - -	8	- -	14 - -	1 - -	2 - -	—
13 - -	14 - -	7 - -	11 - -	1 - -	—	—	—	—	—	—
26 - -	26 - -	- -	26 - -	—	—	—	—	—	—	—
21 - -	23 - -	15 - -	12 - -	7 - -	4	- -	14 - -	12 - -	—	—
63 - -	69 - -	28 - -	69 - -	1 - -	5	- -	6 - -	1 - -	1 - -	—
13 - -	21 - -	10 - -	9 - -	—	—	—	—	—	—	—
20 - -	26 - -	9 - -	20 - -	1 - -	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*cont^d.*	Loan Society, Old Sea Lion, Wootton-street, Lambeth.	67 - -	87 - -	184 - -	44	44	- -
	Loan Society, Duke of York, Yord-road, Lambeth.	- -	152 - -	219 - -	35	31	- -
	Old Lambeth Loan Society, Bell Inn, York-street, York-road, Lambeth.	81 - -	84 - -	170 - -	33	33	- -
	Loan Society, Eagle Tavern, Norwood New-town.	18 - -	83 - -	12 - -	4	4	- -
	Loan Society, White Hart, Westow-hill, Upper Norwood.	357 - -	634 - -	945 - -	122	112	5 - -
	Loan Society, Albion, Commercial-road, Peckham.	116 - -	322 - -	446 - -	85	77	4 - -
	Loan Society, Star, Park-road, Peckham	92 - -	52 - -	39 - -	16	14	- -
	Mutual Loan Society, 5, Heath-terrace, Maple-road, Penge.	27 - -	63 - -	114 - -	14	12	11 - -
	Loan Society, London Tavern, Maple-road, Penge.	120 - -	140 - -	245 - -	37	35	1 - -
	Working Men's Loan Society, Prince's Head, Greenside, Richmond.	204 - -	319 - -	295 - -	- -	53	7 - -
	Self-Supporting Loan Society, Bricklayers' Arms, Adam-street, Rotherhithe.	511 - -	364 - -	818 - -	118	115	5 - -
	Unity Loan Society, Battle of the Nile, Albion-street, Rotherhithe.	129 - -	145 - -	286 - -	57	56	1 - -
	Loan Society, Crystal Tavern, New-road, Rotherhithe.	310 - -	712 - -	962 - -	258	197	8 - -
	Self-Supporting Loan Society, Star and Garter, 5, Bedford-place, Lower-road, Rotherhithe.	33 - -	31 - -	48 - -	14	14	- -
	Loyal Hand of Friendship Loan Society, King and Queen, Rotherhithe-street, Rotherhithe.	93 - -	48 - -	125 - -	33	32	1 - -
	Loan Society, Royal George, Union-road, Rotherhithe.	40 - -	22 - -	54 - -	10	10	- -
	Loan Society, Half Moon and Bull's Head, Rotherhithe.	119 - -	455 - -	564 - -	88	87	3 - -
	Loan Society, Ship Tavern, Shad Thames	34 - -	64 - -	36 - -	5	5	- -
	Loan Society, Crown and Sceptre, Shad Thames.	105 - -	207 - -	438 - -	103	98	6 - -
	Loan Society, Fox Tavern, Castle-street, Southwark.	78 - -	410 - -	362 - -	51	51	2 - -
	Mutual Aid Loan Society, Hope, Gravel-lane, Southwark.	242 - -	1,178 - -	1,648 - -	377	354	28 - -
	Loan Society, Prince and Princess, Gravel-lane, Southwark.	53 - -	108 - -	154 - -	48	46	- -
	Loan Society, Gibraltar, St. George's-road, Southwark.	128 - -	679 - -	845 - -	164	164	- -
	Loan Society, New Surrey House, 4, London-road, Southwark.	40 - -	58 - -	62 - -	18	13	- -
	Philanthropic Loan Society, Sportsman Tavern, Southwark Bridge-road.	42 - -	98 - -	175 - -	27	27	2 - -
	Loan Society, Plymouth Arms, Mill-lane, Tooley-street.	211 - -	389 - -	430 - -	67	67	2 - -
	Loan Society, Champion, Bond-street, Vauxhall.	10 - -	88 - -	78 - -	82	29	4 - -
	Loan Society, Foresters' Arms, 5, Belmont-row, Nine Elms, Vauxhall.	34 - -	9 - -	178 - -	10	7	- -
	Loan Society, Southampton Arms, Nine Elms-lane, Vauxhall.	84 - -	343 - -	490 - -	96	94	1 - -
	Working Men's Loan Society, No. 3, Black Dog, Vauxhall-walk.	68 - -	77 - -	119 - -	44	44	- -
	Good Intent Temperance Loan Society, 122, Vauxhall-walk.	329 - -	525 - -	855 - -	196	189	7 - -
	Loan Society, King's Arms, Prince's-street, Vauxhall.	68 - -	39 - -	68 - -	40	40	- -
	Loan Society, Perseverance, 53, Amelia-street, Walworth-road.	54 - -	89 - -	133 - -	36	36	- -
	Loan Society, Prince Regent, Beresford-street, Walworth.	42 - -	225 - -	151 - -	24	21	- -
	Loan Society, Lord Camden, Camden-street, Walworth.	68 - -	161 - -	246 - -	51	51	- -
	Alliance Mutual Loan Society, 3, Charlotte-place, Walworth.	62 - -	70 - -	146 - -	37	35	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
9 - -	20 - -	8 - -	8 - -	3 - -	—	—	—	—	—	—
10 - -	21 - -	10 - -	- -	10 - -	—	—	—	—	—	—
8 - -	8 - -	4 - -	8 - -	—	—	—	—	—	—	—
- -	- -	3 - -	- -	- -	4	- -	24 - -	24 - -	1 - -	1 - -
58 - -	64 - -	26 - -	60 - -	3 - -	—	—	—	—	—	—
22 - -	27 - -	2 - -	20 - -	2 - -	—	—	—	—	—	—
1 - -	2 - -	2 - -	2 - -	—	—	—	—	—	—	—
4 - -	4 - -	4 - -	—	—	—	—	—	—	—	—
12 - -	13 - -	7 - -	13 - -	13 - -	—	—	—	—	—	—
14 - -	22 - -	19 - -	17 - -	- -	38	11	100 - -	46 - -	21 - -	9 - -
25 - -	31 - -	27 - -	36 - -	2 - -	—	—	—	—	—	—
14 - -	1 - -	6 - -	15 - -	—	—	—	—	—	—	—
50 - -	71 - -	12 - -	66 - -	2 - -	—	—	—	—	—	—
2 - -	3 - -	2 - -	3 - -	—	—	—	—	—	—	—
6 - -	16 - -	7 - -	8 - -	—	—	—	—	—	—	—
2 - -	3 - -	2 - -	5 - -	—	—	—	—	—	—	—
32 - -	36 - -	19 - -	35 - -	—	—	—	—	—	—	—
1 - -	1 - -	4 - -	- -	- -	- -	1	3 - -	- -	1 - -	—
31 - -	37 - -	9 - -	21 - -	21 - -	13	2	31 - -	6 - -	- -	1 - -
18 - -	20 - -	11 - -	20 - -	—	—	—	—	—	—	—
82 - -	112 - -	29 - -	79 - -	4 - -	45	- -	84 - -	61 - -	5 - -	4 - -
7 - -	9 - -	1 - -	6 - -	1 - -	—	—	—	—	—	—
45 - -	66 - -	31 - -	39 - -	- -	2	1	1 - -	—	—	—
3 - -	3 - -	3 - -	2 - -	1 - -	—	—	—	—	—	—
8 - -	10 - -	4 - -	- -	6 - -	—	—	—	—	—	—
26 - -	29 - -	14 - -	27 - -	- -	4	- -	4 - -	4 - -	—	—
3 - -	8 - -	5 - -	- -	1 - -	—	—	—	—	—	—
1 - -	1 - -	3 - -	10 - -	—	—	—	—	—	—	—
12 - -	31 - -	9 - -	18 - -	8 - -	—	—	—	—	—	—
5 - -	5 - -	- -	5 - -	- -	6	- -	14 - -	3 - -	—	—
42 - -	49 - -	24 - -	40 - -	3 - -	2	- -	7 - -	1 - -	—	—
4 - -	4 - -	6 - -	2 - -	4 - -	- -	- -	- -	- -	7 - -	—
6 - -	7 - -	5 - -	6 - -	—	—	—	—	—	—	—
7 - -	11 - -	5 - -	4 - -	1 - -	—	—	—	—	—	—
12 - -	15 - -	1 - -	12 - -	1 - -	1	- -	1 - -	1 - -	—	—
7 - -	7 - -	4 - -	6 - -	—	—	—	—	—	—	—

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
SURREY—*continued.*	Loan Society, Royal Albert, East-street, Walworth.	41 - -	153 - -	142 - -	18	18	- -
	Loan Society, Westmorland Arms, 7, Grove-street, Walworth.	40 - -	110 - -	71 - -	24	24	- -
	Loan Society, Queen Elizabeth Tavern, King's-row, Walworth.	276 - -	739 - -	1,068 - -	171	163	9 - -
	Loan Society, Prince Regent, North-street, Walworth.	141 - -	68 - -	132 - -	62	62	2 - -
	Loan Society, Lord Nelson, Trafalgar-street, Walworth.	251 - -	541 - -	1,068 - -	156	156	7 - -
	Loan Society, Royal Oak, Westmorland-road, Walworth.	103 - -	176 - -	308 - -	78	78	- -
	Working Men's Temperance Loan Society, Alliance Coffee-house, South-street, Wandsworth.	112 - -	148 - -	401 - -	80	74	2 - -
	Loan Society, Duke of Cornwall, Wandsworth-road.	- -	21 - -	- -	1	- -	- -
	Loan Society, Prince of Wales, Springplace, Wandsworth-road.	134 - -	170 - -	318 - -	87	80	3 - -
SUSSEX - -	Working Men's Co-operative Loan Society, Albion Inn, Albion-hill, Brighton.	356 - -	1,648 - -	2,916 - -	709	643	55 - -
	Lion Industrial Loan Society, Sir John Falstaff, Albion-hill, Brighton.	585 - -	632 - -	1,263 - -	388	371	22 - -
	West End Mutual Loan Society, 30, Bond-street, Brighton.	214 - -	410 - -	754 - -	181	153	13 - -
	Dolphin Industrial Loan Society, 13, Black Lion-street, Brighton.	100 - -	821 - -	1,446 - -	384	327	28 - -
	Phœnix Loan Society, 42, College-place, Brighton.	291 - -	225 - -	486 - -	121	88	8 - -
	Brighton Loan Society, 4, Duke-street, Brighton.	2,160 - -	2,480 - -	4,248 - -	972	932	72 - -
	Industrial Loan Society, 36, Frederick-street, Brighton.	8 - -	537 - -	960 - -	213	185	15 - -
	Working Men's Model Loan Society, City of London Tavern, London-street, Brighton.	137 - -	893 - -	1,664 - -	477	428	31 - -
	Loan Fund Society, 19, Marlborough-place, Brighton.	- -	328 - -	910 - -	121	120	1 - -
	Brighton and County Loan Society, 41, Over-street, Brighton.	58 - -	520 - -	912 - -	220	219	17 - -
	Brighton and Hove Mechanics' Mutual Loan Society, 71, Rose-hill terrace, Brighton.	202 - -	396 - -	711 - -	238	183	17 - -
	Working Men's Mutual Loan Society, 71, Trafalgar-street, Brighton.	222 - -	994 - -	1,499 - -	430	351	29 - -
	Working Men's Equitable Loan Society, Temperance Hall, Windsor-street, Brighton.	110 - -	673 - -	1,176 - -	269	266	20 - -
	Industrial Loan Society, Brighton Arms, Eastbourne.	80 - -	469 - -	1,161 - -	179	174	10 - -
	Working Men's Mutual Loan Society, Workmen's Hall, Eastbourne.	184 - -	171 - -	292 - -	44	35	2 - -
	Hastings and St. Leonard's Working Men's Mutual Loan Society, 28 A, Gensing Station-road, Hastings.	520 - -	863 - -	2,388 - -	427	298	24 - -
	Hastings and St. Leonard's Benevolent Loan Society, Town Hall, Hastings.	230 - -	631 - -	2,196 - -	259	203	- -
	Loan Society, Town Hall, Petworth	114 - -	95 - -	125 - -	20	19	1 - -
WARWICK - -	Union Loan Society, New Inn, Attleborough.	- -	372 - -	- -	- -	- -	- -
	Independent Loan Society, King's Head Inn, Bedworth.	331 - -	169 - -	331 - -	- -	- -	- -
	Newdegate Loan Society, Bear Inn, Bedworth.	- -	50 - -	- -	- -	- -	- -
	Albion's Glory Loan Society, Bull's Head Inn, Market-street, Bedworth.	- -	84 - -	- -	- -	- -	- -
	Borough of Birmingham Loan Society, 73, Edmund-street, Birmingham.	3,891 - -	21,158 - -	29,575 - -	6,211	4,808	465 - -
	Perseverance Loan Society, 177, Great Hampton-row, Birmingham.	273 - -	539 - -	855 - -	307	178	23 - -
	Union Loan Society, 34½, Newhall-street, Birmingham.	975 - -	5,774 - -	9,330 - -	2,599	1,857	194 - -
	Poor Man's Refuge Loan Society, Jolly Colliers, College-street, Chilvers Coton, Nuneaton.	- -	1,042 - -	- -	- -	- -	- -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
7 - -	13 - -	6 - -	4 - -	5 - -	2	- -	4 - -	—	—	—
3 - -	4 - -	7 - -	3 - -	—	—	—	—	—	—	—
58 - -	70 - -	28 - -	54 - -	6 - -	5	- -	25 - -	18 - -	1 - -	1 - -
6 - -	9 - -	3 - -	9 - -	—	—	—	—	—	—	—
41 - -	48 - -	26 - -	39 - -	8 - -	—	—	—	—	—	—
15 - -	16 - -	7 - -	17 - -	—	—	—	—	—	—	—
20 - -	- -	7 - -	12 - -	—	—	—	—	—	—	—
- -	- -	1 - -	- -	- -	11	1	14 - -	6 - -	2 - -	1 - -
15 - -	22 - -	4 - -	17 - -	5 - -	2	- -	6 - -	5 - -	—	—
145 - -	201 - -	64 - -	138 - -	9 - -	62	4	134 - -	100 - -	21 - -	17 - -
63 - -	85 - -	34 - -	9 - -	60 - -	61	5	119 - -	81 - -	14 - -	12 - -
37 - -	50 - -	29 - -	21 - -	- -	27	5	61 - -	44 - -	6 - -	5 - -
72 - -	100 - -	39 - -	55 - -	6 - -	74	4	146 - -	121 - -	14 - -	13 - -
24 - -	33 - -	26 - -	4 - -	3 - -	—	—	—	—	—	—
227 - -	299 - -	115 - -	120 - -	—	—	—	—	—	—	—
48 - -	63 - -	32 - -	42 - -	—	—	—	—	—	—	—
83 - -	115 - -	27 - -	- -	16 - -	40	2	65 - -	54 - -	7 - -	6 - -
37 - -	39 - -	9 - -	25 - -	4 - -	—	—	—	—	—	—
45 - -	62 - -	41 - -	33 - -	- -	14	2	36 - -	19 - -	3 - -	3 - -
35 - -	52 - -	18 - -	32 - -	1 - -	3	2	6 - -	4 - -	1 - -	—
74 - -	104 - -	45 - -	54 - -	5 - -	21	- -	40 - -	19 - -	4 - -	4 - -
58 - -	56 - -	27 - -	50 - -	- -	19	2	22 - -	3 - -	1 - -	3 - -
58 - -	68 - -	15 - -	48 - -	4 - -	3	- -	3 - -	3 - -	—	—
14 - -	17 - -	15 - -	3 - -	1 - -	—	—	—	—	—	—
95 - -	120 - -	58 - -	57 - -	- -	1	- -	2 - -	2 - -	—	—
54 - -	56 - -	48 - -	3 - -	4 - -	4	1	5 - -	5 - -	1 - -	1 - -
6 - -	7 - -	3 - -	3 - -	—	—	—	—	—	—	—
- -	- -	8 - -	- -	- -	24	5	35 - -	10 - -	2 - -	—
- -	- -	20 - -	- -	- -	50	- -	50 - -	43 - -	4 - -	3 - -
- -	- -	2 - -	- -	- -	2	- -	3 - -	3 - -	—	—
- -	- -	7 - -	—	—	—	—	—	—	—	—
1,774 - -	2,240 - -	1,061 - -	1,073 - -	104 - -	534	30	1,450 - -	1,375 - -	125 - -	114 - -
51 - -	74 - -	59 - -	16 - -	18 - -	44	5	110 - -	70 - -	15 - -	8 - -
559 - -	754 - -	384 - -	340 - -	29 - -	221	6	354 - -	330 - -	57 - -	53 - -
- -	- -	3 - -	- -	- -	42	- -	98 - -	24 - -	4 - -	2 - -

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
WARWICK—*cont^d.*	Albion Loan Society, Meriden Tavern, New Buildings, Coventry.	- - -	74 - -	- - -	- -	- -	- - -
	St. Michael's Friendly Loan Society, Royal Sailor, Well-street, Coventry.	280 - -	272 - -	290 - -	84	55	2 - -
	Paradise Loan Society, Holly Tree, Little Heath, Foleshill.	60 - -	50 - -	34 - -	20	10	- -
	Abbey Loan Society, Weavers' Arms Inn, Abbey-street, Nuneaton.	- -	210 - -	- -	- -	- -	- -
	Swan Lane Loan Society, Black Swan, Nuneaton.	- -	41 - -	—	—	—	—
	Loan Society, Salutation Inn, Stockingford.	20 - -	204 - -	295 - -	140	113	3 - -
YORK - -	East and West Ardsley Loan Society, Bull's Head Inn, East Ardsley.	20 - -	76 - -	10 - -	21	16	1 - -
	Loan Society, 11, New-street, Barnsley	2,517 - -	2,662 - -	6,106 - -	1,832	1,821	74 - -
	Union Loan Society, 41, Shamble-street, Barnsley.	163 - -	305 - -	573 - -	202	189	11 - -
	Provincial Loan Society, 24, Wellington-street, Barnsley.	1,266 - -	1,212 - -	2,131 - -	435	428	21 - -
	District Loan Society, 687, Little Horton-lane, Bradford.	- -	134 - -	- -	- -	- -	- -
	Friendly Loan Society, 16, John-street, Westgate, Bradford.	8,000 - -	7,569 - -	16,412 - -	2,320	2,312	174 - -
	Friendly Loan Society, 3, Quebec-terrace, Bradford.	2,337 - -	2,337 - -	3,212 - -	794	527	59 - -
	West Yorkshire Loan Society, Black Swan, Brighouse.	800 - -	1,790 - -	1,487 - -	260	230	16 - -
	West Yorkshire Loan Society, Nightingale Nest, Westgate, Dewsbury.	1,760 - -	1,750 - -	3,208 - -	720	650	34 - -
	Provincial Loan Society, Thatched House Inn, Camden-street, Doncaster,	173 - -	285 - -	547 - -	174	162	8 - -
	Friendly Loan Society, 7, Broad-street, Halifax.	1,296 - -	1,293 - -	4,186 - -	1,214	1,111	68 - -
	Loan Society, Old Cock-yard, Halifax -	- -	648 - -	- -	- -	- -	- -
	West Riding Commercial Loan Society, Joshua Leadbeater's, Lower George-street, Heckmondwicke.	68 - -	3,667 - -	9,695 - -	2,020	1,981	119 - -
	Odd Fellows' Friendly Loan Society, Bull's Head Inn, Beast Market, Huddersfield.	202 - -	1,287 - -	1,976 - -	533	456	32 - -
	West Yorkshire Loan Society, Bull-and-Mouth-street, Huddersfield.	2,340 - -	2,360 - -	4,303 - -	760	740	46 - -
	Fidelity Loan Society, Farmer's Boy, New-street, Huddersfield.	1,432 - -	1,564 - -	2,703 - -	612	558	33 - -
	Rechabite Equitable Loan Society, Paxton's Temperance Hotel, 6, Blanket-row, Hull.	- -	3,084 - -	4,986 - -	980	820	73 - -
	People's Loan Society, 40, Charlotte-street, Hull.	150 - -	2,835 - -	5,484 - -	1,209	894	84 - -
	Providence Loan Society, 30, Goodwin-street, Hull.	282 - -	265 - -	514 - -	109	99	8 - -
	United Loan Society, 1, Princess-street, Mason-street, Sculcoates, Hull.	125 - -	3,615 - -	7,320 - -	1,669	1,388	116 - -
	District Loan Society, Kirkburton -	1,066 - -	1,227 - -	1,512 - -	398	398	19 - -
	United Loan Society, 25, Anchor-street, Hunslet.	1,504 - -	1,340 - -	2,295 - -	609	538	45 - -
	Leyland's Loan Society, 41, Bridge-street, Leeds.	2,734 - -	2,990 - -	5,514 - -	1,344	1,217	100 - -
	East End Loan Society, 8, Ellerby-street, Leeds.	924 - -	2,522 - -	4,235 - -	2,000	1,069	72 - -
	Friendly Loan Society, Griffin-yard, Leeds.	400 - -	276 - -	1,095 - -	467	443	25 - -
	Loan Society, Talbot Inn, Hogg's Field, Holbeck, Leeds.	2,625 - -	2,557 - -	4,366 - -	997	942	73 - -
	Wellington Loan Society, Horse and Jockey Inn, Holbeck, Leeds.	1,332 - -	1,187 - -	1,720 - -	450	413	33 - -
	Second West Yorkshire Loan Society, 9, Hunslet-road, Leeds.	- -	7,547 - -	10,870 - -	2,721	2,574	204 - -
	Old Yorkshire Friendly Loan Society, Exchange-buildings, Hunslet-road, Leeds.	1,700 - -	1,544 - -	3,255 - -	544	538	41 - -
	Stone Ezel Friendly Loan Society, 2, John-street, Leeds.	2,375 - -	2,438 - -	4,851 - -	1,170	1,136	87 - -
	Alliance Loan Society, Fox and Grapes-yard, Kirkgate, Leeds.	1,520 - -	1,402 - -	2,933 - -	1,076	1,041	76 - -

Amount paid for Interest by Borrowers or Sureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry, in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
- -	- -	7 - -	- -	- -	22	- -	25 - -	25 - -	- -	3 - -
8 - -	10 - -	8 - -	1 - -	- -	1	- -	4 - -	- -	1 - -	—
2 - -	2 - -	1 - -	- -	- -	7	- -	7 - -	4 - -	1 - -	—
- -	- -	5 - -	- -	- -	3	- -	3 - -	3 - -	—	—
—	—	—	—	—	—	—	—	—	—	—
14 - -	18 - -	4 - -	9 - -	4 - -	—	—	—	—	—	—
5 - -	6 - -	5 - -	1 - -	- -	20	5	48 - -	20 - -	5 - -	3 - -
203 - -	277 - -	111 - -	163 - -	2 - -	76	- -	157 - -	151 - -	- -	10 - -
27 - -	38 - -	12 - -	10 - -	1 - -	—	—	—	—	—	—
106 - -	128 - -	64 - -	63 - -	- -	20	3	53 - -	49 - -	3 - -	3 - -
- -	- -	98 - -	- -	- -	104	39	240 - -	197 - -	31 - -	28 - -
820 - -	994 - -	290 - -	650 - -	54 - -	204	76	460 - -	300 - -	59 - -	55 - -
140 - -	233 - -	121 - -	74 - -	1 - -	68	20	100 - -	1,721 - -	23 - -	2 - -
74 - -	80 - -	24 - -	50 - -	6 - -	36	4	42 - -	42 - -	7 - -	7 - -
160 - -	194 - -	58 - -	126 - -	10 - -	52	10	65 - -	63 - -	9 - -	8 - -
27 - -	36 - -	10 - -	24 - -	—	—	—	—	—	—	—
122 - -	190 - -	75 - -	79 - -	36 - -	8	1	6 - -	2 - -	1 - -	—
- -	- -	36 - -	- -	- -	42	- -	124 - -	639 - -	5 - -	3 - -
242 - -	362 - -	63 - -	216 - -	86 - -	152	9	329 - -	225 - -	32 - -	32 - -
98 - -	131 - -	59 - -	64 - -	7 - -	120	12	167 - -	122 - -	20 - -	18 - -
215 - -	261 - -	75 - -	176 - -	25 - -	80	17	115 - -	110 - -	16 - -	15 - -
135 - -	168 - -	66 - -	46 - -	55 - -	185	14	218 - -	175 - -	- -	41 - -
249 - -	322 - -	112 - -	188 - -	22 - -	—	—	—	—	—	—
274 - -	358 - -	128 - -	204 - -	29 - -	30	4	41 - -	37 - -	5 - -	3 - -
26 - -	34 - -	13 - -	14 - -	6 - -	—	—	—	—	—	—
366 - -	482 - -	160 - -	262 - -	59 - -	—	—	—	—	—	—
50 - -	70 - -	21 - -	42 - -	5 - -	58	12	163 - -	135 - -	9 - -	8 - -
114 - -	160 - -	59 - -	91 - -	10 - -	109	59	258 - -	235 - -	32 - -	27 - -
275 - -	376 - -	98 - -	192 - -	86 - -	68	9	126 - -	108 - -	17 - -	15 - -
178 - -	320 - -	100 - -	156 - -	70 - -	10	- -	13 - -	13 - -	2 - -	2 - -
27 - -	52 - -	10 - -	20 - -	22 - -	8	3	11 - -	3 - -	2 - -	1 - -
218 - -	291 - -	169 - -	120 - -	2 - -	55	58	123 - -	96 - -	18 - -	18 - -
86 - -	119 - -	38 - -	76 - -	5 - -	19	15	64 - -	13 - -	6 - -	5 - -
543 - -	747 - -	332 - -	412 - -	- -	344	38	447 - -	304 - -	54 - -	47 - -
163 - -	203 - -	49 - -	124 - -	30 - -	86	48	277 - -	240 - -	25 - -	20 - -
242 - -	329 - -	111 - -	162 - -	56 - -	35	12	77 - -	60 - -	12 - -	11 - -
97 - -	174 - -	54 - -	102 - -	18 - -	84	76	108 - -	106 - -	26 - -	20 - -

COUNTY.	NAME OF SOCIETY, AND PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1866.	Sums in Borrowers' Hands on the 31st Dec. 1866.	Amount circulated in 1866.	Number of Applications for Loans in 1866.	Number of Borrowers to whom Loans were granted in 1866.	Amount paid for Forms of Application and Inquiry in 1866.
ENGLAND—*continued.*		£. s. d.	£. s. d.	£. s. d.			£. s. d.
YORK—*continued.*	Loan Society, 73, Kirkstall-road, near Leeds.	229 – –	1,168 – –	2,471 – –	587	547	38 – –
	Reliance Loan Society, 62 and 63, Marsh-lane, Leeds.	995 – –	896 – –	1,355 – –	439	396	32 – –
	Provincial Loan Society, Red Lion Inn, Meadow-lane, Leeds.	176 – –	1,706 – –	2,694 – –	679	640	50 – –
	Central Loan Society, 9, Mercury Office-yard, Briggate, Leeds.	3,835 – –	3,875 – –	7,731 – –	1,665	1,519	124 – –
	Leeds Loan Society, Mill-hill, Leeds -	3,279 – –	2,972 – –	6,481 – –	1,164	1,083	87 – –
	Hunslet Volunteers' Loan Society, 1, Waterloo-road, Hunslet, Leeds.	265 – –	2,952 – –	4,436 – –	1,039	941	77 – –
	West Riding Loan Society, 17, Waterloo-road, Leeds.	8,929 – –	10,074 – –	18,400 – –	2,366	2,130	224 – –
	West End Friendly Loan Society, 47, West-street, Leeds.	2,700 – –	2,654 – –	2,495 – –	1,166	1,106	58 – –
	New West End Loan Society, 5, Westminster-place, West-street, Leeds.	1,938 – –	2,124 – –	4,371 – –	842	712	63 – –
	Tradesman's Commercial Loan Society, Leeds.	463 – –	3,909 – –	5,536 – –	1,278	1,121	89 – –
	Friendly Loan Society, Golden Fleece Inn, Berry Brow, Lepton.	415 – –	465 – –	1,167 – –	426	426	17 – –
	Provident Loan Society, Red Lion Inn, Lepton.	700 – –	4,201 – –	6,203 – –	980	951	61 – –
	West Yorkshire Loan Society, Carbry's Arms, Lindley.	400 – –	380 – –	755 – –	140	126	7 – –
	Mold-green Loan Society, Dog Inn, Mold-green.	940 – –	996 – –	725 – –	221	185	9 – –
	Morley Volunteers' Loan Society, Prospect Hotel, Morley.	95 – –	724 – –	994 – –	203	182	15 – –
	Ripon Loan Society, Coltsgate-hill, Ripon.	- -	455 – –	1,150 – –	233	198	14 – –
	Miners' Friendly Loan Society, Miners' Arms, Rothwell.	87 – –	654 – –	596 – –	112	106	8 – –
	Tradesman's Loan Society, Selby -	915 – –	912 – –	1,746 – –	280	274	20 – –
	Friendly Loan Society, Commercial Inn, Skelmanthorpe.	280 – –	304 – –	730 – –	298	298	10 – –
	Working Men's Loan Society, Windmill Inn, Skelmanthorpe, near Huddersfield.	150 – –	508 – –	905 – –	223	209	12 – –
	Odd Fellows' Friendly Loan Society, Teall-street, Borough Market, Wakefield.	755 – –	4,629 – –	4,957 – –	1,146	1,146	65 – –
	Odd Fellows' Friendly Loan Society, Cross-street, Northgate, Wakefield.	515 – –	5,217 – –	8,404 – –	- -	1,972	132 – –
	Industrial Loan Society, Worsbro' Dale	- -	1 – –	- -	- -	- -	- -
	Loan Society, Worsbro' Dale - -	60 – –	384 – –	699 – –	166	156	6 – –
	Loan Society, York - - - -	2 – –	416 – –	1,901 – –	501	482	- -
WALES:							
CARNARVON -	Caellwyngrydd Loan Society, 40, North Caellwyngrydd, Llanllechide.	1,143 – –	69 – –	859 – –	116	111	8 – –
GLAMORGAN -	Operative Loan Society, 3, Arcade, Church-street, Cardiff.	378 – –	933 – –	1,825 – –	341	254	18 – –
	Mutual Loan Society, 25, St. Mary-street, Cardiff.	438 – –	870 – –	1,663 – –	163	154	10 – –
MERIONETH -	Loan Society, British School, Bala -	1,264 – –	2,212 – –	2,397 – –	270	265	13 – –
	Number of Societies - - - 835.	217,351 – –	509,798 – –	833,962 – –	171,111	160,447	10,191 – –

mount paid for Interest by Borrowers or ureties in 1866.	Gross Profits, being Amount received from Borrowers, and Money Paid for Forms of Application and Inquiry in 1866.	Expense of Management in 1866.	Interest paid to Depositors or Shareholders, in 1866.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management, in 1866.	Number of Summonses issued in 1866.	Number of Distress Warrants issued in 1866.	Amount for Recovery of which Summonses were issued in 1866.	Amount Recovered in 1866.	Amount of Costs incurred by Society in 1866.	Amount of Costs paid by Borrowers or Sureties in 1866.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
120 - -	158 - -	34 - -	87 - -	36 - -	92	6	99 - -	57 - -	10 - -	8 - -
67 - -	100 - -	45 - -	16 - -	38 - -	5	1	14 - -	6 - -	1 - -	1 - -
146 - -	196 - -	63 - -	132 - -	1 - -	18	- -	46 - -	27 - -	4 - -	4 - -
386 - -	511 - -	146 - -	346 - -	9 - -	37	42	73 - -	65 - -	12 - -	11 - -
324 - -	411 - -	288 - -	179 - -	- -	33	16	78 - -	65 - -	9 - -	7 - -
221 - -	299 - -	95 - -	110 - -	174 - -	58	16	151 - -	115 - -	16 - -	15 - -
920 - -	1,144 - -	357 - -	669 - -	116 - -	243	45	620 - -	527 - -	60 - -	54 - -
251 - -	309 - -	80 - -	202 - -	27 - -	79	27	156 - -	102 - -	- -	21 - -
238 - -	302 - -	92 - -	188 - -	21 - -	46	9	107 - -	100 - -	13 - -	13 - -
276 - -	365 - -	145 - -	230 - -	- -	106	58	237 - -	189 - -	32 - -	24 - -
38 - -	55 - -	14 - -	31 - -	10 - -	79	8	152 - -	152 - -	15 - -	15 - -
286 - -	347 - -	104 - -	200 - -	43 - -	60	16	84 - -	68 - -	18 - -	16 - -
37 - -	44 - -	12 - -	27 - -	5 - -	22	3	19 - -	19 - -	5 - -	5 - -
48 - -	57 - -	11 - -	47 - -	39 - -	—	—	—	—	—	—
49 - -	64 - -	20 - -	20 - -	24 - -	—	—	—	—	—	—
57 - -	72 - -	15 - -	- -	57 - -	1	—	—	—	—	—
41 - -	49 - -	21 - -	28 - -	—	—	—	—	—	—	—
87 - -	107 - -	27 - -	80 - -	—	—	—	—	—	—	—
24 - -	35 - -	15 - -	14 - -	6 - -	33	- -	61 - -	61 - -	6 - -	6 - -
45 - -	57 - -	18 - -	37 - -	8 - -	13	2	21 - -	21 - -	2 - -	3 - -
264 - -	330 - -	56 - -	270 - -	—	—	—	—	—	—	—
245 - -	403 - -	98 - -	326 - -	- -	82	28	274 - -	270 - -	—	—
- -	- -	2 - -	- -	- -	2	- -	4 - -	9 - -	1 - -	—
31 - -	38 - -	8 - -	24 - -	—	—	—	—	—	—	—
25 - -	25 - -	32 - -	10 - -	—	—	—	—	—	—	—
39 - -	82 - -	17 - -	59 - -	2 - -	2	1	3 - -	—	—	—
91 - -	109 - -	39 - -	47 - -	3 - -	4	- -	17 - -	17 - -	1 - -	—
83 - -	93 - -	21 - -	63 - -	12 - -	1	- -	9 - -	9 - -	—	—
119 - -	- -	43 - -	90 - -	—	—	—	—	—	—	—
9,851 - -	78,640 - -	20,800 - -	29,658 - -	6,595 - -	13,247	1,924	26,550 - -	21,105 - -	2,603 - -	2,196 - -

ABSTRACT of Accounts of Loan Societies in *England* and *Wales*, to 31 December 1866, by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

(*Presented pursuant to* 3 & 4 *Vict. c.* 110, *s.* 27.)

Ordered, by The House of Commons, *to be Printed*, 27 *June* 1867.

[*Price* 6 *d.*]

402.

Under 8 *oz.*

AN ACCOUNT of the Sums Advanced in each Year from the Consolidated Fund for the Purchase of Bullion for Coinage; and of the Sums Paid in each Year to the Account of Her Majesty's Exchequer at the Bank of England, in Repayment thereof.—(Pursuant to Act 7 Will. 4, c. 9.)

DATE.	Amounts Advanced from the Consolidated Fund.			Amounts Paid into the Exchequer, in Repayment of Advances.			REMARKS.
	£.	s.	d.	£.	s.	d.	
1837	22,000	–	–	–	–	–	
1838	196,029	19	4	168,029	19	4	
1839	400,000	–	–	350,000	–	–	
1840	170,000	–	–	175,000	–	–	
1841	100,000	–	–	135,000	–	–	
1842	180,000	–	–	162,120	4	–	
1843	350,000	–	–	265,000	–	–	
1844	550,000	–	–	501,389	17	–	
1845	850,000	–	–	678,772	2	9	
1846	300,000	–	–	429,937	1	11	
1847	100,000	–	–	217,033	10	2	
1848	–	–	–	18,534	3	1	
1849	150,000	–	–	120,000	–	–	
1850	150,000	–	–	120,000	–	–	
1851	100,000	–	–	187,213	1	1	As given in detail in previous Returns.
1852	391,970	–	8	191,970	–	8	
1853	503,029	19	4	550,000	–	–	
1854	100,000	–	–	200,000	–	–	
1855	250,000	–	–	300,000	–	–	
1856	450,000	–	–	450,000	–	–	
1857	420,000	–	–	350,000	–	–	
1858	400,000	–	–	400,000	–	–	
1859	550,000	–	–	650,000	–	–	
1860	270,000	–	–	150,000	–	–	
1861	400,000	–	–	550,000	–	–	
1862	400,000	–	–	350,000	–	–	
1863	250,000	–	–	250,000	–	–	
1864	600,000	–	–	630,000	–	–	
1865	520,000	–	–	460,000	–	–	
1866 Jan. 15	30,000	–	–	Jan. 17	70,000		
April 19	50,000	–	–	Feb. 2	50,000		
May 11	60,000	–	–	April 30	50,000		
„ 16	40,000	–	–	June 27	40,000		
June 14	100,000	–	–	July 11	50,000		
„ 27	100,000	–	–	„ 19	50,000		
Aug. 31	20,000	–	–	„ 28	50,000		
Oct. 6	10,000	–	–	Aug. 8	50,000		
				„ 16	50,000		
				„ 29	50,000		
	410,000	–	–			510,000	– –
	£.	9,538,029	19 4		£.	9,520,000	– –

Royal Mint, 5 February 1867.

Thos. Graham,
Master of the Mint.

MINT.

ACCOUNT of the Sums Advanced in each Year from the Consolidated Fund for the Purchase of Bullion for Coinage; and of the Sums paid in each Year to the Account of Her Majesty's Exchequer at the Bank of England, in Repayment thereof.

(Pursuant to Act 7 Will. 4, cap. 9.)

Ordered, by The House of Commons, *to be Printed,*
8 *February* 1867.

PASSENGERS' BAGGAGE (PARIS EXHIBITION).

RETURN to an Order of the Honourable The House of Commons, dated 26 February 1867;—*for*,

COPIES "of MEMORIALS to the CHANCELLOR of the EXCHEQUER with respect to the Examination of PASSENGERS' BAGGAGE during the continuance of the PARIS EXHIBITION:"

"And, of CORRESPONDENCE between the TREASURY and the COMMISSIONERS of CUSTOMS upon the Subject."

Treasury Chambers, 28 February 1867.

MEMORIAL from Lord *Harris* and Mr. *Watkin*, M.P., to the Chancellor of the Exchequer.

Sir, 22 November 1866.

WE beg to represent to you the great importance of doing away, during the pendency of the ensuing French Exhibition, with the practice of examining baggage belonging to passengers travelling to London by way of Folkestone and Dover.

The examination of baggage, and the machinery of porterage consequent thereon, makes a very large addition to the transit time between London and Paris.

The inconvenience to all parties who have to submit to this examination, at the end of a long journey, can hardly be over-estimated.

The number of articles upon which the revenue is raised is now so small, and the prices of all these articles are so nearly alike, in England and in France, that we submit that a discontinuance of the practice of habitual examination, and the substitution of mere detective police watch, would sufficiently protect the revenue from any small danger to which it might be exposed.

We submit that it is the duty of all parties in this country to assist the operations of the Exhibition as much as possible; and we hope, if Her Majesty's Government will order the discontinuance of the practice during the Exhibition, that the French Government may be induced to modify, if not abolish, the examination of baggage at Paris for the same period.

We may mention that the subject has been discussed with the Chairman of the Board of Customs, Sir Thomas Fremantle, and that all the details of this matter have been fully explained to him.

We have, &c.
(signed) *Harris.*
Edwd. W. Watkin.

The Right Hon. B. Disraeli, M. P.
&c. &c. &c.

(No. 771.)

REPORT from the Commissioners of Customs, dated 20 February 1867.

To the Lords Commissioners of Her Majesty's Treasury.

THE Chancellor of the Exchequer having referred to the Chairman of this Board the annexed letter from Lord Harris and Mr. Watkin, Chairmen of the London, Chatham, and Dover, and South Eastern Railway Companies, expressing a hope

a hope that Her Majesty's Government will order the discontinuance of the practice of the examination of the baggage belonging to passengers travelling to London, by way of Folkestone and Dover, during the pendency of the French Exhibition.

On the first observation in the annexed Paper, viz., that the examination of baggage, and the machinery of porterage consequent thereon, makes a very large addition to the transit time between London and Paris, we must call your Lordships' attention to these two causes of detention and delay herein adverted to, and show how much time is necessarily taken up by each. On the arrival of a train of passengers, with a large number of packages, it is necessary, in the first place, to make a separation of the packages belonging to each passenger or set of passengers under their respective tickets and numbers, in order that they may be claimed by and delivered to the owners; this operation, which it is necessary should take place under any circumstances, is quite irrespective of the Customs examination of the packages, and, as will be shown, takes up more time than the Customs examination. The detention by inland trains on all railways is frequently prolonged where the number of packages is considerable. So soon as the packages are sorted, the doors of the examination room are opened and the passengers admitted, when they are delivered as soon as the examination by the Customs officers has been made.

The baggage of passengers travelling to London *viâ* Dover or Folkestone is now, with rare exceptions, examined at the London termini of the railways, viz., Charing Cross or Victoria Stations.

The examination by the officers of this revenue is conducted with all practicable dispatch; a limited number of packages only is opened for examination, and we feel satisfied that the inconvenience arising out of the examination of baggage, as now conducted, is over-estimated and exaggerated. We have called for returns of the time occupied on 10 days in each of the months of April, June, and August last in the actual examination of the baggage of passengers arriving by the tidal train at Charing Cross, and we find that the average time occupied in the actual examination of the baggage was, in

April	-	11·3	minutes for an average of	132	packages.
June	-	10·8	„ „	153	„
August	-	8·3	„ „	113	„

By the mail train there are fewer passengers, and from a return that we have called for, embracing the period from the 14th to the 25th June last, we find that it shows an average of five and-a-half minutes only for the examination of baggage.

As regards the Victoria Station, we find from a return which has been furnished for 20 days, between May and October 1866, when the traffic was the heaviest, that the average time for the examination of baggage was eight minutes only.

The time occupied in the journey from Paris to London, or *vice versâ*, is between 10 and 11 hours; and in stating the actual average time for the examination of the baggage of passengers, as above mentioned, it must be borne in mind that it is calculated from the time the passengers are first admitted to the examination room until the last package is examined; but, although the last person whose baggage is examined may be detained the full time stated, many persons are not detained more than one or two minutes; and, could the average time occupied in the delivery of the baggage of passengers arriving in London by inland trains, who have to select the particular packages belonging to them, be ascertained, we feel satisfied that it would be found that the baggage of passengers arriving at Charing Cross from the Continent is not unfrequently delivered quite as quickly, notwithstanding the examination of such baggage by the officers of this revenue.

The time consumed in the delivery of passengers' baggage is frequently protracted by causes beyond the control of the revenue officers, viz., by delay in the sorting of the packages by the servants of the railway company. We are informed that the process of sorting always takes a longer time by the trains that arrive late at night than by those which arrive earlier, because the railway porters have then gone home; thus, the train which arrived at 5.7 p.m. on the 14th April brought 131 packages, which were sorted in nine minutes, whilst the train which arrived on 25th April at 11.28 p.m brought 128 packages, which were

were sorted in 18 minutes; but the examination of the packages by the Customs officers occupied only 11 minutes and 9 minutes respectively. On the 16th June last the train arrived at 7.5 p.m. with 193 packages, which were sorted in eight minutes. On the 25th of the same month the train arrived at 11.15 p.m. having only 56 packages, but the time occupied in sorting them was 12 minutes: whilst the examinations of the officers of this revenue occupied nine minutes and four minutes respectively. And here we would observe that, in each case of the late arrivals, about nine minutes appear to have been lost in sorting by the officers of the company, which is about equal to the average time taken up by the officers of this revenue in the examination of the packages.

The second point mentioned in the annexed Paper is, that the number of articles upon which the revenue is raised is now so small, and prices of all these articles are so nearly alike in England and France, that the discontinuance of the practice of habitual examination, and the substitution of one of detective police, would sufficiently protect the revenue from any small danger to which it might be exposed.

With reference to these observations, we beg to state that two articles only, of foreign production, offer any great inducement for their illicit introduction in baggage, viz., spirits and tobacco; but, under these heads may be included the following articles in general use, viz.:—

Under Spirits:

Brandy, spirits of wine, eau de Cologne, perfumery, varnish, cordials, and compounds, and all articles into the composition of which spirit enters.

Under Tobacco:

Manufactured tobacco; cigars.

Articles of gold and silver plate are not unfrequently brought over by passengers.

And from the inquiries made by us, we believe that the above statement, as applied to these articles, viz., that the prices thereof in England and in France are nearly alike, is unfounded. We are informed that spirits are freely manufactured in every part of France, and are not subject to such strict surveillance as in England; they are subject in France to a duty of 3 *s.* 3¼ *d.* per gallon of pure alcohol when taken into stock for consumption; this duty is about one-sixth of the duty on the same article in England; that raw beet-root spirit, which is very strong, sells in France from 61 to 64 francs per hectolitre of about 22 gallons, which is equal to 2 *s.* 3 *d.* per gallon; that Martel's brandy sells in France at 110 francs per hectolitre, or about 4 *s.* 2 *d.* per gallon for exportation, and, if duty paid in France, the imperial duty and octroi would amount to about as much more, which would raise the total cost to about 1 *s.* 6 *d.* or 1 *s.* 8 *d.* per bottle, and the retail price, if estimated at even 50 per cent. more, will make it at the utmost, 2 *s.* 6 *d.* per bottle, whilst such brandy would be worth at least 5 *s.* per bottle retail in London.

By the law of France, all private trade in the importation of tobacco is absolutely prohibited; it can only be imported under contract with the French Government; and the manufacture of that article is also a Government monopoly, the profit upon which is taken by the Government instead of a duty being imposed thereon, as in this country; tobacco, however, in its manufactured state, is, both wholesale and retail, much cheaper in Paris than in London.

In Paris, cigarettes are sold retail in bundles of 20 for ten sous, equal to four a penny, whilst the more expensive cigars and manufactured tobacco are only about two-thirds of the London price; cigars and manufactured tobacco can therefore be profitably imported into this country from France, even with the addition of the duty, as is proved by the correspondence which took place between the Governments of France and England in 1862, when the French Government urged the reduction of the duty on manufactured tobacco and cigars, in order that these articles might be imported from France and sold at a profit in this country.

The measure was adopted in 1863, and the duty on cigars and manufactured tobacco was reduced to the present rates. If the importation be profitable in a legitimate way of trade, it would be much more so were facilities afforded for evading the duty and passing the articles duty free.

The aforegoing statement of the relative price of two of the principal foreign articles from which the largest proportion of the Customs revenue of this country

is derived, makes it unnecessary for us to remark how great would be the inducement, under such circumstances, to unscrupulous persons to avail themselves of any favourable opportunity for their illicit introduction into this country, to the injury of the revenue and the fair trader; and we feel it our duty to point out to your Lordships that, in our opinion, if the present very liberal and only partial examination of passengers' baggage be discontinued as requested, an opportunity for extensive fraud on the revenue will be afforded and taken advantage of; indeed, it might be said that an invitation would be held out to traders, servants, and dishonest persons to take advantage of the lax and irregular proceeding now for the first time introduced into our fiscal system.

In the discussion of this question in the public newspapers, it has been argued that the trifling amount of duty received on articles found in personal baggage, under the present system of examination, make it immaterial whether the examination should be maintained or not; but such is a very mistaken view of the grounds on which the examination takes place; the purpose and object of the examination being the prevention of the evasion of the law, rather than the collection of a limited amount of revenue. The same line of argument would equally justify the total abolition of the Coast Guard force employed for the prevention of smuggling on the coast, for it might be concluded that, as the aggregate amount of duties on goods seized by that force in any one year was inconsiderable, the Coast Guard is a useless institution, so far as the revenue is concerned.

All through-passengers by the South-Eastern and the London, Chatham, and Dover Railways from Paris to London are allowed 56 lbs. of luggage, free of charge, but there is no restriction whatever to the total quantity each passenger may bring, by paying for the quantity in excess of 56 lbs.; but passengers are allowed, through the liberality of the South-Eastern Company, to bring a large quantity of baggage now without extra payment.

It is the practice of persons travelling for any length of time to carry with them very large trunks, especially when there are ladies in the party; but the whole of the baggage for the entire party is put upon one ticket, and is registered in the name of one person, who becomes the representative of the party; but the number of persons in the party is not stated on the ticket for the baggage, and it is consequently not known how many packages belong to one individual, and the fact of one individual (a servant, for instance) claiming a number of large packages would not afford any ground for suspicion.

Experience proves that passengers do now bring dutiable articles in their baggage—tobacco, cigars (frequently in considerable quantities), eau de Cologne, and other perfumed spirits, being found by officers in the examination of baggage.

The request made in the annexed application is not definitely expressed. We have assumed it to apply to the through-passengers from Paris to London, *viâ* Dover or Folkestone, as being the most favourable case which could be urged in favour of the request.

The cost of travelling offers no impediment to the realization of a profit by a well-organised system of smuggling, by means of accompanied packages under the guise of baggage; but even in the case of persons going to Paris and back for pleasure, the inducement still remains to recover some portion of the expenses of the journey by the introduction of dutiable goods without payment of duty.

We attach no importance to the proposal to employ detective officers as a protection to the revenue; their only use would be to notice if the same persons were passing frequently by the steam vessel or railway; but, in such an organization of smuggling as we anticipate, this contingency would be provided for by a frequent change of persons to accompany the goods.

If the indulgence requested were conceded, its operation could not be confined to passengers by the through trains, but must also be granted for those taking their baggage away from Dover and Folkestone, when greater facilities for fraud would be effected.

We are further of opinion that if the examination of baggage between this country and France be discontinued for six months, as requested, no sufficient grounds could be assigned against affording the same indulgence to passengers from Holland, Germany, and Belgium, except that all those countries offer greater inducements for smuggling; and from all of them baggage can be booked through

to

to London, although it may be urged by the railway companies in favour of the concession of the privilege they ask for baggage from Paris only, that the baggage of passengers booked at Paris can be separated from that coming from places beyond Paris.

Having found it necessary to enter so much into detail on the material points of this question, we will only shortly observe that, in addition to securing the Customs duties on goods, the examination of baggage acts as a check on the illicit introduction of indecent and prohibited articles, and prevents the importation of merchandise under the guise of baggage, and thus secures a proper record of statistics of imports.

In conclusion, we beg to state that no complaints were made of the treatment of baggage by the officers of this Department in former Exhibitions, viz., two in London, in 1851 and 1862, and one in Paris, in 1855; and we shall be prepared, if necessary, during the forthcoming Paris Exhibition, to provide a larger staff of picked officers to attend at, and to afford every practicable facility in, the delivery of the baggage of passengers; and, as corresponding exertions will, no doubt, be made by the railway companies in the sorting and delivery of the baggage after examination, we feel confident that the baggage will be passed without any reasonable cause of complaint, as during the time of the former Exhibitions.

We take leave also to annex for your Lordships' perusal a memorandum on this subject which had been prepared by a member of this Board, and which, without going into the details required in an official public report, treats the question, and the points arising out of it, in a more general and popular form.

Custom House,
20 December 1866.

Thos. F. Fremantle.
Frederick Romilly.

MEMORANDUM on the Proposal to Dispense with the Examination of Passengers' Baggage.

THE principle of the British Customs now in operation is, that a large revenue should be raised by high duties on a few articles of general consumption on their importation into the country.

As regards foreign goods imported as merchandise and liable to a high rate of duty, a strict examination and record is made; but as respects goods of foreign produce which are free of duty, and also passengers' baggage, the efficiency of the system adopted to prevent evasion of duty rests upon uncertainty in the exercise of the right of search and enforcement of heavy penalties on detection.

The Legislature has availed itself of the obligation thus imposed, of a system of search, to obtain other objects besides the raising of revenue, such as statistics of the quantities and values of merchandise imported, protection for the character of national manufactures, by prohibiting the importation of articles manufactured abroad, to which a British character has been falsely given; and lastly, the promotion of morality by the exclusion of obscene objects.

It is the principal duty of the department of the Customs to secure the greatest efficiency in obtaining these objects with the least possible impediment to the operations of trade, and to the personal convenience of passengers between this and other countries.

If it be admitted that the attainment of the above objects cannot be dispensed with, it is not difficult to show the necessity for occasional and partial search of the packages brought into the country by travellers as their baggage.

It is contrary to all experience to suppose that if it were announced and understood that these packages were not to be examined, none, or only a few passengers, would break the law on this subject when the strongest pecuniary interest prompted them to do so. At present, articles subject to duty are rarely found in travellers' baggage in any considerable quantity, and the revenue raised by the collection of the duty on them is so small that its loss would be of no importance. But experience leads to the inference that this result is the effect of the regulations for enforcing the law, and is not due to a spontaneous and general desire on the part of passengers to observe it. The object of these regulations is not the direct collection of duties in the few articles found or declared at these examinations, but the prevention of the loss that would accrue if it were known that such an examination would not take place.

The articles and letters which have lately appeared in the press on this subject assume that there is only one class of travellers, and that one consisting of those who travel for pleasure, whereas it is the fact that a numerous class travel for the profit of trade. If it were announced to this class that the packages brought by them would not be looked at, how many, is it reasonable to suppose, would prefer a virtuous but gratuitous observance of

of the law to acquiring large profits by filling those packages with tobacco and spirits? Experience leads to the conviction that such a class, if it did not before exist, would be created by such an announcement.

At present a regulation is in force that no merchandise shall be imported with passengers' baggage. There are two reasons for this, one to promote the convenience of the majority of the passengers, whose general interest it is that the baggage of the whole party arriving by the same ship or train should be small in quantity, and easily examined (for however perfect the arrangements may be for dealing with it, on its quantity will principally depend the time of detention of the owners, servants, or agents who attend to pass it), the other to secure the object of the Legislature that no merchandise shall be imported without a record of its quantity and value. These objects are now secured by the invariable enforcement of penalties when merchandise is found partly or wholly brought in as baggage. Notwithstanding these penalties (owing to the advantage to importers arising from this mode of transport for some description of goods) the attempts to pass them as baggage are of frequent occurrence; but what is thus for the convenience of these importers, is for the inconvenience of every one else who comes with them. The only apparent mode of detecting this practice is by partial examination of packages. If this were discontinued there is reason to apprehend that the practice, stimulated by the security with which high duty as well as duty-free goods might be passed, would speedily acquire such proportion as would lead to far greater delay and inconvenience to *bonâ fide* travellers than they are now subject to from the regulations of the customs.

Some persons have supposed that the non-examination might with safety to the revenue be restricted to passengers' baggage registered through from Paris to London.

It has been argued that the price of spirits and tobacco at Paris, subject as those articles are to restrictions and duties there, is not so much below that of London as to make it worth while to introduce them here, subject as they would be to limitation of weight, and to the charge of the fare of the passengers who accompanied them. The answers are, first, that on a comparison of the prices of these articles at Paris and in London, after all restrictions of duties imposed by the laws of France and England respectively, have been added to the accounts are from 20 to 150 per cent. in favour of Paris according to the description of the article.

Secondly. That the restrictions imposed by railway companies on the weight of baggage registered through by each passenger, is only nominal; that only one passenger need attend to register or claim the baggage of many, and that any attempt on the part of companies to check the excess by weighing packages, would lead to still greater delay and inconvenience then the Customs regulations.

Moreover to suppose it possible that the concession of such a privilege could be for long confined to one foreign capital, to two or three railways and two or three ports, in opposition to the remonstrances against the monopolists of this profitable advantage which would accumulate from the excluded in all quarters, is contrary to reason and experience.

If conceded, the concession would have to be on equal terms for all.

18 December 1866.

(20,031—66.)

TREASURY LETTER, dated 9th January 1867.

To the Lord *Harris* and *Edward W. Watkin*, Esq., M.P.

My Lord and Sir,

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that the Chancellor of the Exchequer has called the special attention of this Board to your letter of the 22nd November last; that my Lords, with the assistance of the Commissioners of Customs, have made minute inquiry into the necessity for enforcing examination of passengers' baggage, and also into the regulations which guide the officers entrusted with the duty of examination; and that they have used their best efforts to ascertain whether it would be possible to dispense altogether with examination, or, if there be insuperable objections to such a step, to modify the practice in the interest of the travelling public.

They regret to state that the result of their inquiries has led them to the conclusion that it would not be possible to dispense with the examination of passengers' baggage without risk to the revenue and injustice to the fair trader. It is true, as stated by you, that the number of articles subject to duty is small; but it must be borne in mind that two of those articles, viz., spirits and tobacco, pay such an amount of duty as must offer great temptation to unscrupulous travellers. It should be remarked, further, that spirits enter largely into the compositions of various articles in general demand, and hence it happens that spirits of wine, eau de Cologne, perfumery, varnish, cordials, &c., are heavily taxed, and often smuggled.

My

My Lords have endeavoured to test the statement contained in your letter of the 22nd November, as to the prices of duty-paying articles in England and France respectively; and the result of their inquiry is that they cannot altogether agree in the conclusion arrived at in your memorial. Taking, for example, spirits, they find that that article is freely manufactured in every part of France, and is not subject to such strict surveillance as in England. Spirits are subject in France to a duty of 3 *s.* 3 ¼ *d.* per gallon of pure alcohol taken into stock for consumption. This duty is about one-sixth of that levied on the same article in England. The profit, therefore, that may be realised upon illicit importation, is very great.

With these facts before them my Lords cannot but think that a discontinuance of the present system of examination, liberal and partial as it is, would afford opportunity for extensive frauds upon the revenue, of which advantage would certainly be taken. Nor can they hope that the evils which they apprehend would be averted by the substitution, as proposed, of a detective police watch for the present system. Police agents could only observe if the same persons were in the habit of passing and repassing; but in an organisation of smuggling, such as might be anticipated, this contingency would be provided for by a frequent change of persons in charge of the goods.

My Lords are, therefore, not prepared to authorise the discontinuance of the present system of examination.

It remains to be considered whether it would be practicable to modify the system so as to diminish the inconveniences which it entails upon the public; and in the first place, my Lords would inquire whether the examination and machinery of porterage consequent thereon, cause a large addition to the transit time between London and Paris. On the arrival of a train, a separation of packages under the respective numbers must always take place, and this operation is quite irrespective of the Customs examination.

My Lords cannot but think that if the time so occupied in sorting be taken into account, the further delay caused by the Customs examination would be found much less than it is represented to be in your memorial. In order to test the correctness of this view, my Lords called for returns of the time occupied in the actual examination of the baggage of passengers arriving by the tidal train at Charing Cross during 10 days in the months of April, June, and August last.

They find the average time to have been as follows:—

April	-	-	11·3	minutes	for an average of	132	packages.
June	-	-	10·8	„	„	153	„
August	-	-	8·3	„	„	113	„

There are fewer passengers by the mail train to the same station; and from a return called for, embracing the period from the 14th to 25th June last, it appears that the examination of baggage lasted on an average only 5½ minutes.

A return furnished for the Victoria Station for 20 days, between May and October 1866, shows that the average time occupied was eight minutes.

It should be mentioned that the average time, as stated above, is calculated from the time that the passengers are first admitted to the examination-room until the last package is examined. The majority, therefore, of the passengers suffer a less detention than is represented by the figures given in the return.

My Lords, however, readily admit that, after all allowances are made, the system of examination must always be productive of inconvenience and vexation to the public; that it can only be justified by imperious necessity; and they will always be prepared to entertain favourably any proposal which, with security to the revenue, would modify the evils that are complained of. During the forthcoming Paris Exhibition, they will provide, as may be found necessary, a larger staff of picked officers prepared to afford every practicable facility for the delivery of baggage; and they trust that with corresponding exertions on the part of the railway companies, the public will find that they have no reasonable ground of complaint.

I am, &c.
(signed) *George Ward Hunt.*

MEMORIAL from Lord *Harris*, Mr. *Watkins*, M. P., and Others.

To the Right Honourable *Benjamin Disraeli*, M. P., Chancellor of the Exchequer.

Sir,

WE beg to urge upon your consideration the desirability of substituting Custom House surveillance, through detective or other officers, for the practice of individual and personal search of baggage at the ports and in London, in the case of travellers by railway between London and Paris for the seven months of the Great International Exhibition of 1867.

The concession suggested involves the comfort and convenience of several hundred thousands of Her Majesty's subjects, and of Americans and other travellers from abroad passing through England on the interesting occasion offered by the Emperor for the assembly of people of all nations at Paris. It cannot materially affect the revenue or prejudice the future practice of the Custom House, as the concession is to meet an exceptional case, in which the duty of co-operating to make the Exhibition in every sense a success must be admitted by Her Majesty's Government.

It is understood that the Government of the Emperor, placed under far greater difficulty than our own, from the fact of their much larger number and heavier scale of customs duties, will materially modify their system of search during the Exhibition, and are also ready to discuss the whole question with you on the principle of reciprocal action; and we cannot doubt that you, on equally enlightened views, will sympathise with our object and be led to deal with any technical or departmental difficulties which may present themselves.

(signed) *Harris.*
Edw. W. Watkin.

(And 451 other Signatures of Peers, Members of Parliament, &c.)

TREASURY LETTER dated 2 February 1867.

To the Commissioners of Customs.

Gentlemen,

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that an influential deputation waited upon the Chancellor of the Exchequer on Friday last for the purpose of presenting a memorial, urging Her Majesty's Government to dispense with the personal search of passengers' baggage at the ports, and in London, in the case of travellers by railway between London and Paris during the seven months of the Exhibition at Paris in 1867.

At this interview Mr. Watkin, M. P., took occasion to comment upon the letter of this Board, dated 8th January last, of which a copy was sent to you, and he argued that it is absurd to fear smuggling of tobacco from Paris, and almost as absurd to fear the smuggling of spirits.

"Tobacco, he said, is a Government monopoly, and spirits pay octroi duty in "Paris. The prices to the consumer of both tobacco and cigars and of spirits "are as high, and in many cases, quality for quality, higher retail than in Lon- "don. There is therefore no possible inducement to smuggle either the one or "the other. The experience of every smoker will fully demonstrate the truth of "this as respects tobacco and cigars. As respects spirits, it is well known that "this country exports spirits to France; and though the export was small last "year, in 1861 it was as much as 2,000,000 gallons, or half our entire export of "British spirit. One of the largest distillers of British spirit, Mr. Gibb, says,— "'Smuggling will not be carried on in passengers' baggage except to the smallest "'extent, simply because it will not pay any one to bring over bottles of brandy "'to this country, inasmuch as the price of brandy in bottles in Paris is much "'about the same; no decent brandy can be bought in Paris under five francs, "and for that price the same can be bought in London and elsewhere.' The "Treasury do not touch the case of Paris at all. They deal with France at "large, and contend that while, as they assert, the duty on spirits is 3 *s.* 3¼ *d.*, "in France it is 'six times as much as that in England,' or 19 *s.* 7½ *d.*, 'exten-

"'sive

"'sive fraud upon the revenue' would arise, and an organisation of smuggling "would ensue, the vigilance of the Custom House detectives being foiled by a "'frequent change of the persons smuggling.' The answer to this, is that even "as regards France at large no practical danger exists, and also that the Trea- "sury appear to be wrong even in their facts. The duty on brandy or other "spirits imported into England is 10*s.* 5*d.* and not 19*s.* 7½*d.*, and while the "excise duty for France generally is 85 francs per hectolitre, or about 3*s.* 3¼*d.* "per gallon as stated, the duty in Paris is 140 francs; but it is obvious that so "long as this country can export any British-made spirit to France that the "comparative prices in London and Paris are not regulated merely by the com- "parative duties on either side the Channel, but by the cost of production, which "for common spirits for drinking and for adulteration are often as cheap, and "sometimes cheaper in this country."

If my Lords understand rightly the argument of Mr. Watkin, it is that tobacco being in France the subject of a Government monopoly cannot be, or at all events is not, sold at a less price in Paris than in London. Mr. Watkin does not support his statement by figures, and my Lords must confess that their inquiries lead them to a somewhat different conclusion.

They learn that during the period of 10 years ending 1863, the French Government sold on an average 59,607,000 pounds of tobacco, producing for the revenue a gross sum of 7,361,174 *l.*, or about 2*s.* 5½*d.* per pound, and a net sum (after deducting the prime cost of the article and the expense of manufacture) of 5,230,300 *l.*, or about 1*s.* 9*d.* per pound; which latter sum may be taken as equivalent to the duty on cigars and tobacco.

In England the average amount of tobacco retained for home consumption during the same 10 years was 33,721,518 pounds, the gross duty on which amount was 5,303,048 *l.*, the duty on unmanufactured tobacco being 3*s.* 1¾*d.* per pound. Thus it appears that in France 60,000,000 pounds of tobacco produce about 5,300,000 *l.* to the revenue, while in England 34,000,000 pounds of tobacco produce about 5,350,000 *l.*, to which should be added a license duty, producing about 60,000 *l.* to 80,000 *l.*

In the latter case it is true that an allowance must be made for cost of collection, but after all deductions are made, it will be found that 100 pounds of tobacco in England will realise as much for the State as 175 pounds in France. The result must almost necessarily follow that the selling price in France is very much lower than in England unless there are reasons, not adduced by Mr. Watkin, that make the prime cost of the article dearer in France than it is in England.

To pass to the subject of spirits, Mr. Watkin appears to my Lords to have rightly called the attention of the Chancellor of the Exchequer to the fact that alcohol pays in Paris an octroi duty in addition to that levied for the Imperial Exchequer. They gather from the official Tarif "Des droits d'octroi de Paris," that "Alcool pur contenu dans les eaux de vie et esprits en cercles, eaux de vie et esprits en bouteilles, liqueurs, fruits, à l'eau de vie, &c.," pay a sum total on account of the treasury and of the octroi amounting to 114·50 francs per hectolitre, and if the surtaxe of the double decime be now in force, there will be a further duty levied of 22·90 francs per hectolitre, or a total of 137·40 francs. It should be mentioned also that under a decree of March 1852 no license duty appears to be levied in Paris.

Octroi 23*f.* 50*c.*
Treasury 91·00.

But Mr. Watkin is, my Lords apprehend, mistaken in assuming that the duty is assessed in both countries on spirits of equal strength. My Lords understand that in France the unit of assessment is the hectolitre of pure alcohol or alcohol without any admixture of water, while in England the unit is a gallon of proof spirit, *i. e.*, equal weight of spirit and of water, or about 56 parts in 100 of pure spirit.

Thus, a hectolitre of alcohol in Paris pays a duty of 137·40 francs, on 100 parts of pure spirit, while a gallon of alcohol imported into England pays 10*s.* 5*d.* on 56 parts of pure spirit. Reducing them to a common denomination, and reckoning the hectolitre at 22 gallons, my Lords find that a gallon of pure spirit in Paris pays 5*s.*; while a gallon of pure spirit in England pays 18*s.* 7*d.* and as much as 19*s.* 5*d.* if license duty be included, so that the proportion between the two countries is very nearly as one to four.

If these calculations be correct, it would appear to their Lordships that the difference of price must be such as to make smuggling a profitable transaction to the traveller, unless it can be proved that other circumstances raise the prime cost of spirit in France above that which prevails in England to an amount corresponding to the excess of duty in the latter country, and on this point my Lords have received no information from the deputation on which they can rely.

They observe that Mr. Watkin lays much stress upon the circumstance that this country exports spirits to France, and that he draws therefrom the conclusion that the comparative price in London and Paris is regulated not by the duties on either side the Channel, but by the cost of production.

My Lords believe that the following explanation of the circumstance may be given:— France uses and exports a large amount of alcohol distilled from her own wines; when her vine harvest is deficient, she imports spirits manufactured in other countries in order to work them up and sell them as her own produce, and thus make up the deficiency of her own vineyards. In proof of this fact my Lords may cite the following figures:—

This country exported to France—

1856–57	3,730,000 gallons of spirits.
1857–58	1,582,000 „

In the latter year a great alteration took place in the French law, sanctioning the use of grain in distilleries, and imposing a duty on spirits imported, which caused serious detriment to our export trade:

1858–59	11,032 gallons.
1859–60	622,800 „
1860–61	440,917 „
1861–62	1,912,387 „
1862–63	425,047 „
1863–64	637,317 „
1864–65	434,915 „

The official computation of the wine employed in the production of alcohol in France during the seven years to 1864, is as follows:—

	Hectolitres.
1858	6,799,000
1859	8,794,000
1860	1,325,000
1861	4,685,000
1862	2,934,000
1863	4,139,000
1864	5,301,000

During the same years the quantity of spirits subjected to excise in France was as follows:—

	Hectolitres.
1858	842,000
1859	823,000
1860	852,000
1861	833,000
1862	857,000
1863	870,000
1864	870,000

There being at the same time no very great variation in the export of that class of spirit distinguished in the official returns as "distilled from wine" spirits distilled from wine.

Thus we have a varying quantity of raw material, viz., wine against a constant quantity of the manufactured article, viz., alcohol made from wine, and it is reasonable to suppose that the spirit imported supplies the deficiency of wine.

With these facts before them, my Lords have yet to learn that the export of English spirit to France at an average of 750,000 gallons (about 34,000 hectolitres) a year, and of late years less duty free, is proof that there will be no inducement for travellers to evade the payment of duty on spirits brought into this country.

My Lords would be glad to be informed how far the statement of the deputation can be borne out, that the ordinary class of travellers are habitual respecters of the law.

In submitting the consideration which occur to my Lords to your Board, they wish to be favoured with any remarks which your experience and knowledge may

may suggest, either on the statements advanced by Mr. Watkin or on the views expressed by this Board. Any information which you may possess on the actual selling prices of tobacco or spirits in Paris would be valuable.

It must also be ascertained whether advantage might be taken of the drawback regulations in France, for it is evident that if under plea of exportation the smuggler can avoid payment of French duty, the premium on smuggling will be so much the greater.

My Lords would further wish to learn whether you can suggest any method by which the inconvenience now complained of might be partially or wholly obviated, without dispensing entirely with examination.

I am, in conclusion, to transmit herewith for your perusal, a memorial which was presented by the deputation.

I am, &c.
(signed) *George Ward Hunt.*

(No. 74.)

REPORT from the Commissioners of Customs, dated 9th February 1867, to the Lords Commissioners of Her Majesty's Treasury.

MR. HUNT having, in his letter dated the 2nd instant, signified that he was directed by your Lordships to acquaint us that an influential deputation waited upon the Chancellor of the Exchequer on the Friday preceding, for the purpose of presenting a memorial (a copy of which was enclosed), urging on Her Majesty's Government to dispense with the personal search of passengers' baggage at the ports and in London, in the case of travellers by railway, between London and Paris, during the seven months of the Exhibition at Paris, in 1867:

Mr. Hunt having further stated that at this interview Mr. Watkin, M.P., commented on the arguments adduced in the letter of your Lordships, dated the 8th ultimo, and maintained that it is absurd to fear smuggling of tobacco or spirits from Paris:

And Mr. Hunt having then stated additional arguments and calculations, which appeared to your Lordships to support the view originally taken by your Lordships, and signified your Lordships' wish to be favoured with any remarks which our experience and knowledge may suggest either on the statements advanced by Mr. Watkin, or on the views expressed by your Lordships, together with any information we may possess on the actual selling prices of tobacco and spirits in Paris; and also to be informed whether advantage might be taken of the drawback regulations in France, it being evident that if, under the plea of exportation, the smuggler could avoid payment of French duty, the premium on smuggling would be so much the greater:

Mr. Hunt having, at the same time, expressed your Lordships' desire to be informed whether the statement of the deputation that the ordinary class of travellers are habitual respecters of the law; and whether we could suggest any method by which the inconvenience now complained of might be partially or wholly obviated without dispensing entirely with examination.

It appears to us, that it will be the most convenient course for your Lordships that we should, in the first instance, consider in detail, and in the order in which they were brought forward, the various statements advanced by Mr. Watkin at the interview with the Chancellor of the Exchequer in support of the application of the memorialists, and then pass on to the calculations and arguments submitted for our observations in Mr. Hunt's letter.

Mr. Watkin, after calling attention to the numerous and influential signatures attached to the memorial, is reported to have observed that the memorialists did not ask for the concession of any general principle, or for any departure from any practice, which departure could be regarded as establishing a precedent. They simply demanded that for seven months, and during the Great Exhibition of 1867, the examination of the personal baggage of travellers between London and Paris only be suspended, the right to examine in cases of suspicion being still reserved.

We infer from the remarks of Mr. Watkin, although it is not directly so specified, that exemption from examination is only demanded in favour of baggage registered through between Paris and London; but it is obvious that if the request were conceded, the privilege could not be limited to passengers of the higher class travelling by the through trains from Paris to London, but would

have to be conceded equally to those landing and wishing to pass their baggage at the coast ports of Dover, Newhaven, or Southampton, or coming by the sea route from Calais or Boulogne to London: and in considering the expediency or otherwise of granting the indulgence claimed, it is not only necessary to take this extended view of the question, but further to bear in mind that a privilege granted to French passenger traffic could not be withheld from passengers coming from Germany, Belgium, or the United States, and there can be no doubt, whatever the idea and intention of the memorialists may be, that the concession if granted would really amount to a total discontinuance of the examination of packages claimed as baggage, and if this were once sanctioned for a limited period it would undoubtedly be regarded as a precedent for demanding the privilege as a permanent measure.

The grounds put forward by Mr. Watkin for demanding this important change for seven months are—

1st. The convenience and comfort of large masses of travellers.

2nd. As a compliment paid to France, bearing in mind the abolition of passports in favour of British subjects by the French Emperor.

The first reason is specious enough, but we submit to your Lordships that the amount of inconvenience really entailed upon the public by the Baggage Regulations, as at present carried out in the Customs department, is very small, and that it does not support or justify the demand of so large a concession as the abolition of the discretionary power of search, a measure which, in our opinion, would involve a certain loss to the revenue.

The second reason has not, so far as we can see, any bearing on the question at all, the passport system and the examination of baggage having no connection with each other. The abolition of passports by the French Government only extended to travellers in France the same immunity which they already enjoyed in this country, and cannot fairly be used as an argument for any concessions on another point by England. But, supposing the argument put forward to be sound as regards France, it would be equally good in respect to any other country in which the passport system has been abandoned; and if recognised as a sufficient ground for conferring the privilege demanded, in the case of passengers arriving from Paris, there is no reason why it should not be put forward as a ground for demanding the extension of the privilege to passengers coming from any country where travellers are no longer required to be furnished with passports.

Mr. Watkin next contended that the comparative prices of articles in London and Paris make the case entirely exceptional and separate, and that no necessity exists for the examination of baggage from Paris; and he further observed that "the memorialists contend that it is absurd to fear smuggling of tobacco from Paris, and almost as absurd to fear the smuggling of spirits."

Before arguing the question of risk to the revenue on the relative prices of articles in Paris and in London, we deem it right to repeat that the concession could not be confined to the narrow limits proposed by the memorialists, but that special regard must be had to the facilities that would be opened for fraud by packages arriving from Belgium and Germany, where tobacco is cheap, or from America, whence large importations of manufactured tobacco are made; and we deem it absolutely necessary to maintain the present or a slightly modified examination, to prevent the organisation of a regular system of smuggling by persons passing as railway or Exhibition passengers, who might bring, as baggage, packages containing tobacco or spirits to a great extent, there being practically no limit to the number or size of the packages which any person may carry with him.

With reference to the comparative price of tobacco in Paris and in London, we beg to state that we have deemed it right to cause samples of tobacco to be purchased retail in Paris, and have also ascertained the actual prices at which such tobacco is sold by the deputed agent of the French Government in London, and the result is as follows, viz.:

	Sold retail in Paris at	Is sold in London at
Maryland manufactured tobacco - -	5*s.* –*d.* per lb. -	9*s.* –*d.* per lb.
Virginia „ „ - -	4*s.* 2*d.* „ -	9*s.* –*d.* „

and cigars which are sold in Paris at 2*s.* 6*d.* the bundle of 10 are sold in London at 2*s.* 6*d.* the bundle of six only, being at the rate of 3*d.* each in Paris, against 5*d.*

5*d.* each in London; and the agent referred to has also represented that he has a large trade in a description of cigar which is sold retail in Paris for 1*d.*, but which he supplies to the trade here at 11*s.* 6*d.* per 100, or 1⅛*d.* each, and which are retailed throughout England at 3*d.* each. We have also been informed by several retail traders that the foreign fine cigars are so much cheaper in Paris that it would answer very well to smuggle them into England.

It would therefore appear that Mr. Watkin is mistaken in asserting that no inducement exists to smuggle tobacco from Paris into London, even when purchased at the ordinary retail price; but this inducement will be found to be even stronger when we state that persons intending to export tobacco from France can buy it at the Imperial manufactory, subject to a discount of 40 per cent, it being only necessary for them to give a bond on receiving the goods, which bond is cancelled on production of the tobacco to the Customs officers, either at the port of shipment or at the railway station, if it is registered through to England or other foreign country.

With reference to the comparative price of spirits in Paris and London, we have before us a statement from a gentleman, on whose testimony we can rely, from which it appears that when residing in Paris not long since, he was in the habit of paying three francs a bottle for the brandy he purchased for his domestic use, from a respectable wine and spirit dealer in the Rue Faubourg St. Honoré, and that he pays 5 *s.* and 5 *s.* 6 *d.* for the same sort of brandy, purchased under similar circumstances in London. This statement is borne out by a reference to the cost of brandy in bond in France, and to the amount of duty, &c., payable before it can be procured for consumption in Paris. The price in bond of good brandy (Martell's) is about 4 *s.* 2 *d.* a gallon. The Excise duty is 91 francs, to which must be added, in the case of Paris, the octroi, equal to 23 francs 50 cents, and the two "decimes amounting to 22 francs 90 cents, making a total of 137 francs 40 cents, or 110 shillings per hectolitre of 22 gallons, being exactly 5 *s.* a gallon; but this duty, &c., is chargeable on pure alcohol, a gallon of which is equal to about 1¾ gallons of English proof spirit, giving the duty, &c., payable in Paris, 2 *s.* 10$\frac{2}{7}$ *d.*, say 2 *s.* 11 *d.* a gallon of proof spirit, and making the total cost of the brandy to the dealer 7 *s.* 1 *d.* a gallon, or 1 *s.* 2 *d.* a bottle, a price which will admit of an enormous profit being added, without bringing it nearly up to the price which would have to be paid for the same article in England. We are informed, moreover, that in the case of spirits exported from France, repayment of the duty may be obtained at the time of exportation, or at the time of registering the package in Paris for London as "through baggage."

Mr. Watkin endeavoured to support his case by referring to the fact that spirits are exported from this country to France; but this circumstance cannot for a moment be regarded as evidence that it is not worth while to import spirits from France into England; and if it is worth while to import brandy in a legitimate way (as it undoubtedly is), and to pay the duty, it must be more worth while to smuggle it, and obtain it for use without the addition of the duty of 10 *s.* 5 *d.* a gallon payable in this country.

The exports of British spirits to France are small in the extreme when compared with the quantity of brandy imported from France, as the following figures will show, viz.:—

Quantity of British spirits exported to France:

Year ended 31 December.	Gallons.
1861	2,011,594
1862	379,451
1863	406,909
1864	714,683
1865	35,056
1866	10,690

Whilst the quantity of brandy imported from France into the United Kingdom, in the same period was:

1861	2,097,934
1862	2,375,835
1863	3,132,293
1864	4,907,771
1865	3,122,576
1866	5,553,816

Your Lordships will perceive that the year selected by Mr. Watkin (1861), when speaking of the quantity of spirits exported from this country to France, was a most exceptional one, the vines not having then recovered from the effects of the disease which had prevailed among the grapes.

Mr. Watkin next impugned the correctness of the statement made by your Lordships, in your reply to a letter from Lord Harris and himself, dated the 22nd November, that the duty on spirits in England is about six times as much as the duty payable in France; but the inaccuracy is with Mr. Watkin himself, and not with your Lordships. In our report to your Lordships of the 20th December last, No. 771, we stated in reference to this particular point that spirits were subject in France to a duty of 3*s.* 3¼*d.* a gallon of pure alcohol when taken into stock for home consumption, and that this duty was about one-sixth of that levied on the same article in England.

In the calculation put forward by Mr. Watkin he altogether lost sight of the fact that the duty in France is levied on pure alcohol, which is 75 per cent. in excess of the proof strength fixed as the unit upon which the English duty is levied. One gallon of pure alcohol is therefore equal to one gallon and three quarters of English proof spirit, and the duty of 3*s.* 3¼*d.* a gallon of pure alcohol gives a duty of 1*s.* 10¼*d.* a gallon on spirit of the strength of proof, being only 1¼*d.* a gallon more than the one-sixth (1*s.* 8¾*d.*) of the duty of 10*s.* 5*d.* a gallon payable on spirits in this country.

Mr. Watkin next referred to the cost of the production of spirits in both countries, which he correctly observed was often as low, or lower, in England than in France, and argued that the prices in each country are regulated by such cost of production as much as by the duty.

This view is only correct as far as regards the price of the spirit in bond, as it is manifest that the higher rate of duty payable here must necessarily enhance the price in this country to the consumer as compared with the price of the duty-paid spirit in France; and that is really the important point to bear in mind when considering whether it is worth while for the ordinary travelling public to purchase brandy in France, and bring it over here for consumption, instead of purchasing the spirit in this country. Notwithstanding all Mr. Watkin may say to the contrary, there is a great propensity amongst people generally, even amongst some of those who are recognised as ladies and gentlemen, to bring into this country customable articles without paying the duty; and the feeling is very general that, as they have once paid for their goods, it is quite fair to use them at home without any fresh payment, an argument which, if it were worth anything, would extend to importations of tea, sugar, wine, &c., which any gentleman might import on his own account. The records of the department and the experience of examining officers fully support this allegation; but we are induced to oppose the suggestion for dispensing with the examination of baggage, not from a consideration of what *bonâ fide* travellers would be likely to do to defraud the revenue, but from what would certainly be done by the systematic smuggler if the examination of baggage were done away with; and we are influenced not only by a desire to protect the revenue from loss, but also by a feeling that it would not be just or fair to the honest trader, who imports his goods in a legitimate way, and pays his duties, to open a door by which a dishonest speculator might obtain his goods without payment of duty, and therefore on more advantageous terms than the fair dealer. Our own views on this point have been confirmed by the opinions which have been obtained from some of the leading firms in the tobacco trade, both wholesale and retail, as well as from those dealing in perfumery; and we subjoin, for your Lordships' information, a summary of those opinions, omitting merely the names of the firms.

Of those engaged in the tobacco trade:

Messrs. ——— are of opinion that the trade and the revenue would be seriously injured if the examination of baggage were discontinued.

Messrs. ——— are of opinion that if the search is given up, numbers of people would smuggle tobacco; that the revenue would lose very largely indeed, and that trade would be very much injured.

Messrs. ———, although they would be glad the public should have facilities on

on visiting the Exhibition, believe, if the examination of baggage were discontinued, the revenue would be injured as well as the trade.

Messrs. ——— believe the revenue would suffer, and the trade be very much injured if the search were not continued.

Messrs. ——— are of opinion that the revenue and the fair trader would largely suffer if the search were given up.

Messrs. ——— are of opinion that smuggling would be extensively carried on, to the injury of the revenue and the trade if the examination were discontinued.

Messrs. ———
Messrs. ——— } are of opinion that a number of people would embark in smuggling tobacco, to the injury of the trade and the revenue; and

Messrs. ———, who are retail dealers, believe manufactured tobacco would be brought in large quantities, and that the trade would be seriously injured if the search were given up.

Of the Perfumers consulted:

Messrs. ——— believe, if the search were given up, large quantities of Cologne water and perfumed spirits would be brought over by small traders, and by the public, to the injury of the trade.

Messrs. ———, whilst they would be glad to see any facility extended to the public, are of opinion, if the search were given up, that perfumed and other spirits would be largely brought in baggage by small traders and the public, and that the fair trader would be very much injured.

Messrs. ——— believe that Cologne water and perfumed spirits would be smuggled largely in baggage, and that it would be unjust to himself and other importers, who pay the duty on these articles, if the search were given up.

A firm in the wine and spirit trade who have been consulted on this subject have given it as their opinion that the revenue would be terribly robbed if, during the Paris Exhibition, baggage were allowed to go through free from examination; and they stated that this opinion was largely entertained by others in their trade.

It has also been suggested by firms in business, as silversmiths, that the revenue might be defrauded to a small extent by the introduction of foreign plate, and to a large extent by the drawback being obtained on British plate by petty traders in this country, who would have the plate returned as baggage, and export it again and again, claiming the drawback on each separate occasion.

In considering the question of "inducement to smuggle," we have hitherto only referred to the prices of tobacco and spirits in France, but we think it right, before leaving this part of the subject, to draw your Lordships' attention to the following comparison between some of the retail prices of manufactured tobacco here and in Belgium, viz.:—

	England.	Belgium.
Cavendish -	- 12*s.* to 16*s.* per lb.	- 1*s.* 8*d.* to 2*s.* per lb.
Kanaster -	- - 12*s.* „	- 2*s.*

and cigars and other sorts are in similar proportions.

We would now proceed to consider the question of delay to passengers, caused by the examination of their baggage, which was the next point taken up by Mr. Watkin, who is reported to have commenced his observations as follows:

"The Treasury say that the time taken up by the baggage examination in "London is so small that it is often performed in five and a-half minutes. We "however, entirely dispute the fact, and we know of no case of the kind as a "matter of average." Mr. Watkin, by these remarks, gave a most imperfect representation of what was really stated by us in our Report, before referred to, and quoted in your Lordships' letter to him. After referring to the time occupied in separating the packages under their respective registry numbers, an operation which much necessarily take place, quite irrespective of the Customs examination, it was stated that the delay caused by the Customs examination would be

found, on investigation, to be much less than it had been represented to be by the memorialists, and the following was given as the result of Returns that had been prepared, showing the time occupied in the actual examination of the baggage of passengers, arriving by the tidal train at Charing Cross during ten days in the months of April, June, and August last, viz.:

Month.	Average Time occupied in Examination.	Average Number of Packages.
April - - - -	11·3 minutes - -	132 packages.
June - - - -	10·8 „ - -	153 „
August - - -	8·3 „ - -	113 „

The only mention by your Lordships of five and a-half minutes occurs in the next paragraph of your Lordships' Minute, which is as follows :—

"There are fewer passengers by the mail train to the same station, and, from "a Return called for, embracing the period from the 14th to 25th June last, "it appears that the examination of baggage lasted, on an average, only "five and a-half minutes."

Five and a-half minutes was not put forward by us, or by your Lordships, as the average time occupied in the examination of the baggage generally, but merely as the average for a particular period by a particular train, by which it was distinctly stated, fewer passengers were conveyed than by the tidal trains.

There is no reason to suppose that the average time required to pass the baggage of passengers during the forthcoming Exhibition, will be much, if any, in excess of the time now occupied, if the railway companies do their part, by providing proper accommodation, and a sufficient number of porters to sort and convey the additional number of packages, in like manner as we shall be prepared to provide a larger staff (according as circumstances may require), of picked officers, so as to afford all practicable facility for the delivery of the baggage.

It is very doubtful whether the large increase in the number of trains spoken of by Mr. Watkin, will really take place, as it would be of no use to increase the number of trains unless the Channel service were at the same time provided for, by the employment of an increased number of boats, and it is believed that the railway companies do not intend to do this. But it is obvious that if the number of daily trains from Paris be increased, the number of passengers by each will be smaller, and the detention to each less considerable.

Mr. Watkin was quite incorrect in the assertion which he made, that the examination of the Customs "practically compels the registry of all baggage, "large and small, except the small satchels which the travellers are permitted to "carry." The registry of baggage is an arrangement between the railway company and their passengers, quite irrespective of the Customs, although advantage has been taken of the system to afford passengers the opportunity of having their baggage examined at the end of their journey in London, instead of at Dover, Folkestone, or any other out-port. The registry of baggage is carried out on most, if not all, the continental railways, and is calculated to ensure the safety of the baggage, and to relieve the passengers from the trouble of looking after it during the journey, and the railway companies take advantage of it to impose a considerable additional charge on the passengers. Registry is not, however, compulsory, and small packages can be taken into the carriages by the passengers, just as well as if the examination of baggage did not exist; but the railway companies, especially when their traffic was heavy, would not allow passengers to take large boxes into the carriages.

Mr. Watkin, in giving a description of what takes place at the landing of passengers at Folkestone, Dover, and Newhaven, stated that a "certain proportion of passengers are laid hold of. I regard this personal examination in the light of an insult." In answer to this, we deem it sufficient to state that the regulations against the examination of the persons of passengers, except under cases of suspicion, are very stringent, and we have every reason to believe that they are not infringed by the officers at the ports mentioned. The only reason why

why passengers are detained for two or three minutes on leaving the vessel is, that some supervision may be exercised over the hand-bags or portable packages which they carry with them, and which, if not liable to some control, would undoubtedly contain articles liable to duty. The sorting of the packages for examination on the arrival of the train in London, which formed the next ground of objection on the part of Mr. Watkin, is, in our opinion, more convenient than otherwise, to passengers, and tends to ensure the correct delivery of baggage; and this process would have to be gone through in some sort of way if the examination by the Customs were abolished. It is always done in France quite irrespective of the Customs, and occupies a considerable time, even when there is no question of duty, and no frontier has been passed; and we feel fully justified in stating that the time occupied in taking the baggage out of the train and in sorting it, cannot be charged against the Customs, any more than the time occupied in subsequently "taking it away to the cab or carriage of the owner;" on the contrary, we have good grounds for asserting that the sorting of the baggage is much accelerated by the assistance and supervision of the Customs officers, with a view to obtain greater dispatch on the part of the railway porters.

Mr. Watkin further represented, but with no better reason, that the time occupied in the actual examination of the baggage by the Customs, "depends upon "the state of mind, on the occasion, of the searching officers," to which we would only answer, that an accurate account is kept of the time the baggage is under examination, as well as of the number of passengers and the quantity of luggage, so that a ready means exists of testing the rapidity with which an officer performs the duty, and any officer who allowed "his state of mind" to interfere with the proper performance of his duty, would soon be detected and removed from the duty of examining baggage.

Should trains have to be divided, as asserted by Mr. Watkin (which is not probable, seeing that the train can take as many passengers as the steamer can bring across), they would not be allowed to follow one another so closely as implied, and by the time the second train arrived, the baggage brought by the first would most likely have been passed and got rid of, and the officers be ready to attend to the new comers. The real difficulty in the case appears to arise from the unwillingness or inability of the railway company to provide the more extended facilities required for the expected Exhibition traffic. The value put by Mr. Watkin upon the portion of the Charing Cross station occupied by the "search room," viz., 100,000*l.*, is excessive, and it is difficult to imagine that the effects of the removal of the wooden building in which the examination of the baggage takes place would afford accommodation for 1,000,000 passengers annually.

Mr. Watkin did not bring forward any facts to substantiate his assertion that the examination of baggage "checks and discourages travelling and trade," and we have no reason to suppose that it really deters a single *bonâ fide* traveller from making one journey, either for pleasure or business, which he would otherwise have undertaken.

It is not quite clear, from the manner in which reference was made by Mr. Watkin to the police, whether he proposes that the police should take the place of the Customs officers at the baggage examination rooms, or whether the Customs officers should perform their baggage duties in the same kind of manner as a policeman discharges his functions, and only exercise the right of search in case of their having reasonable ground for suspecting the existence of an intention to defraud.

Mr. Watkin says, "We keep down theft and protect the coinage by the "ordinary machinery of the police; why cannot we protect the revenue in the "same way?" In their endeavour to keep down theft and protect the coinage, the police receive the co-operation and assistance of the general public, the illegal practices to be put down being offences against individuals as well as the general public; but they would derive no such assistance when the offence to be detected was against the revenue, and it would be quite useless to call in their services or to expect to check smuggling in baggage by their aid.

Neither would it be safe to adopt the other view, and limit the Customs officers in the performance of their baggage duty to the examination only of such packages as they had reason to suspect contained goods liable to duty. The owners of the packages selected for examination under such circumstances would feel themselves aggrieved, and would doubtless complain, in every case where nothing was found, of having been suspected of an intention to defraud the revenue, and the nature of the duty would soon become so invidious, involving the necessity of distinguishing from external appearance between an honest and a dishonest person, that it would infallibly end in being neglected altogether.

Mr. Watkin in conclusion referred to an interview he had had with Mr. Fould in Paris on this subject a few weeks ago, and stated that Mr. Fould assured him "that he would give orders to reduce the search of France from a practice "to a mere ceremony, and the arrangements proposed would practically abolish "the system of individual search for the period of the Exhibition." It does not appear from this that the French Government are prepared to do more than to follow the example already set them by England, for in reality the examination of baggage as now carried out in this country is little more than a mere ceremony, and there is no such thing practised as individual search. So long as a systematic though partial examination is retained, with an uncertainty as to the particular packages which may have to be opened, no great fraud can be committed on the revenue, but once remove this check, and let it be known that packages coming as baggage will be passed unopened, and frauds will certainly be practised, not only by unscrupulous passengers, but by dishonest traders, who will be at liberty to organise, in concert with confederates abroad, a system of smuggling on an extensive scale.

Having now replied to the various objections raised by Mr. Watkin against the examination of baggage, and to the assertions and arguments urged by him for its discontinuance, it only remains for us briefly to submit in accordance with your Lordships' desire, a few observations on the arguments and calculations contained in Mr. Hunt's letter of the 2nd instant, which appear to your Lordships to support the views originally taken on this subject by your Lordships.

The calculations put forward by your Lordships as to the relative revenue derived in France and this country from tobacco and spirits, would appear to be sufficiently accurate for sustaining a general argument on those points.

With reference to the wish expressed by your Lordships to be informed how far the statement of the deputation can be borne out, viz., that the ordinary class of travellers are habitual respecters of the law, we beg to observe, that we are ready to admit, that as a rule, although exceptions are far from infrequent, travellers at the present time do not attempt to smuggle dutiable goods in their baggage to any serious extent, but we believe that the knowledge that an examination will take place, and that serious consequences will follow the detection of any act of smuggling by exposure before a magistrate, and the infliction of a penalty, greatly tends to check such attempts being made by unscrupulous persons.

But irrespective of ordinary travellers, we are satisfied that if the power of examination be withdrawn, advantage would at once be taken by systematic smugglers of the opening offered to them of introducing their goods duty free.

On two of the other points adverted to by your Lordships, viz., the actual selling price of tobacco and spirits in Paris, and the advantage which might be taken of the drawback regulations in France by the smuggler to avoid payment of the French duty, under the plea of exportation, we have already reported, in answer to certain observations made by Mr. Watkin; and we do not deem it necessary to trouble your Lordships with any further remarks on these subjects here, beyond stating that the statistics given by us of the exports and imports of spirits have been taken as usual from the Trade and Navigation Accounts of the United Kingdom for the year ended 31st December last, as published in this country, whereas those quoted in Mr. Hunt's letter appear to have been extracted from statistical tables drawn up in France, with respect to England, for the financial year ended 31st March, and it only devolves upon us, in conclusion, to

reply

reply to the wish expressed by your Lordships to be informed whether we can suggest any method by which the inconvenience to travellers now complained of might be partially or wholly obviated without dispensing entirely with examination.

We are of opinion that every facility that can be reasonably expected or required by the public may be afforded without giving up the examination of baggage, by appointing such an additional number of officers to the baggage duty as may be found necessary, from time to time, to meet the traffic, to whatever extent it may be increased during the time of the Exhibition, and by taking care to have efficient and intelligent officers only selected for the duty. We would also propose to give the officers a large discretion as to the number of packages belonging to each traveller to be actually opened and examined, but reserving to them full power to examine strictly when they may deem such a course necessary. But we are strongly of opinion that no fixed rule can or should be laid down, the great security to the revenue, under a partial system of examination, depending upon the uncertainty as to the extent to which the examination may at the discretion of the officer be carried.

We may repeat, however, that the facilities which we propose to afford will be of little avail in shortening the time during which passengers are detained unless the railway companies are prepared to add to their staff of porters for the transfer of baggage to the warehouse for sorting it and conveying it to the carriages of the passengers, and we apprehend that much of the anxiety which the railway companies have shown to obtain a release from the Customs examination of baggage, arises from their unwillingness to incur the necessary expense of affording additional accommodation to the public.

With reference to the inquiry made by the Chancellor of the Exchequer at the interview with the deputation, viz., whether there is any insuperable difficulty to the examination of the baggage during the journey, and to Mr. Watkin's reply that it was perfectly impossible, but that they were willing to do anything that is desired so far as they are concerned, we would beg to add that this department has always shown the greatest willingness to make arrangements for the examination of passengers' baggage on board the vessels in which passengers arrive when adequate space and facilities are afforded; it has been the practice to do so for many years on board the steamers arriving from the Continent by the River Thames, a special set of officers being boarded at Gravesend for the purpose, and we should be equally ready to adopt similar arrangements on board the steamers crossing from France to Dover or Folkestone, but we apprehend that the limited space on those vessels, the roughness of the passage, and other impediments, would prevent the adoption of such a course, as the presence of the passengers at the examination would be indispensable.

We think also that no suitable van or other space could be afforded in a railway train with means of access for the passengers thereto.

(signed) *Thos. F. Fremantle.*
Fredk. Romilly.

Custom House, 9th February 1867.

(3318.)

Treasury Letter, dated 23rd February 1867.

To *E. W. Watkin*, Esq., M.P.

Sir,

I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, in reply to the Memorial presented by the Deputation that met in Downing-street, on the 25th January last, in order to urge Her Majesty's Government to dispense with the search of passengers' baggage during the continuance of the Paris Exhibition, that my Lords have, at the instance of the Chancellor of the Exchequer, made further and more minute inquiry into the French system of duties, both Imperial and octroi, and into the regulations under which drawback is allowed on goods exported from France; they have also examined the facts upon which you based your general argument, that the difference of prices in the two countries is not sufficiently great to lead to the smuggling of tobacco and spirits to an appreciable extent; and they regret to

state that they are unable to satisfy themselves that the apprehensions which they expressed in their former Letter addressed to Lord Harris and yourself are unfounded. They are convinced that the difference of taxation alone between the two countries on those two articles would leave so large a margin for profit on importation into Great Britain as to make petty smuggling a matter of great temptation to unscrupulous persons; and while any doubts on this head remain, they cannot reconcile it with their duty to dispense with a precaution which protects not only the revenue, but the honest duty-paying tradesman. They can only renew the assurance, given by them on the former occasion, that they will be always ready to afford assistance to the railway companies, if the latter are only disposed to co-operate with them, in mitigating the inconveniences to which passengers are subjected.

I am, &c.
(signed) *George Ward Hunt.*

PASSENGERS' BAGGAGE (PARIS EXHIBITION).

COPIES of MEMORIALS to the CHANCELLOR of the EXCHEQUER with respect to the EXAMINATION of PASSENGERS' BAGGAGE during the continuance of the PARIS EXHIBITION; and, of CORRESPONDENCE between the TREASURY and the COMMISSIONERS of CUSTOMS on the subject.

(Mr. Hunt.)

Ordered, by The House of Commons, *to be Printed,*
1 *March* 1867.

Under 3 *oz.*

PASSENGERS' BAGGAGE (PARIS EXHIBITION).

RETURN to an Order of the Honourable The House of Commons, dated 4 April 1867;—*for*,

COPY "of further CORRESPONDENCE between the TREASURY and the COMMISSIONERS of CUSTOMS, respecting the Examination of PASSENGERS' BAGGAGE during the PARIS EXHIBITION."

Treasury Chambers, 4 April 1867.

GEORGE WARD HUNT.

The Secretary to the Treasury to the Commissioners of Customs.

Gentlemen, Treasury Chambers, 28 March 1867.

WITH reference to former correspondence, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that the Chancellor of the Exchequer has stated in the House of Commons that Her Majesty's Government cannot, consistently with their duty, relinquish their right to search the baggage of travellers arriving in this country. He promised, however, that an endeavour should be made to devise means for mitigating, as far as possible, during the continuance of the Paris Exhibition, any inconvenience which the exercise of that right entails upon the public.

In fulfilment of the pledge thus given, my Lords have again taken the subject into their consideration, and have carefully weighed the various suggestions which have been thrown out, with an intention to consult at once the comfort of the public and the security of the revenue.

It will be recollected that the Chancellor of the Exchequer asked the deputations that waited on him in January last, whether it might not be possible to search the luggage while in transit between London and Paris.

My Lords are not aware that any answer has been returned by the companies interested to that question. They understand, however, that the difficulties in the way of carrying out the proposal of the Chancellor, either during the land journey or the sea passage, are insuperable; for in the one case the present Channel boats could not afford accommodation sufficient to enable the Customs officers to discharge their duty, and on the other, the railway companies do not appear disposed to provide the increased van room, which would be indispensable; and even if this latter difficulty were removed, it is doubtful whether the travelling public would consent to an examination of their effects conducted necessarily in their absence.

Two other proposals have been brought forward, both of which appear to my Lords well worthy of the consideration of the Government.

(1.) It is suggested that the Customs Department should, with the permission of the French Government, station officers at the termini in Paris of the Chemin de fer du Nord, and of the Chemin de fer de Rouen, that these officers should examine beforehand the baggage of passengers, expressing a wish to that effect, who may arrive at the station in reasonable time, and who are proceeding through to England, and that they should put a seal upon those in which no contraband articles were found, leaving other packages to be dealt with as heretofore.

The concession of course would be reciprocal, and every facility or privilege asked for the officials of this country would be freely offered in return to those of France.

2. The second scheme also contemplates the presence of Custom House officers at the termini of the above-named railways, who would be allowed to inspect the luggage booked for England, while being weighed and labelled, and to affix marks to any article which they might consider of a suspicious character; and on arrival at the place of delivery in England, that article would be detained for examination. In this case also, every facility would be offered to the French Government, if it should please them to adopt the same system.

While reviewing these proposals, my Lords have had under consideration the amount of precaution which may be regarded as indispensable to the safety of the revenue, and they incline to think that for the latter object it is scarcely necessary to open separately each article of baggage introduced into this country, and that no smuggling on an organised system would be carried on, if it were generally known that a proportion of each train load of luggage would be selected at pleasure by the Custom House officials, and subjected to examination.

They are further of opinion that it would not be advisable to call into question the honesty of passengers by detaining their luggage on suspicion; but that it would be advisable to employ experienced officers, and to leave it to their discretion to select the articles for search. The pay of such officers should be sufficiently high to guard them from temptation.

With these remarks, my Lords recommend the two proposals sketched out above to the most favourable consideration of your Board. They would suggest that the chairman thereof should in the first instance, and semi-officially, communicate them, or such modifications of them as the experience of the Board may dictate, to the head of the Customs Department in Paris, and endeavour to remove all difficulties that are of a merely technical or departmental nature.

Should the overtures be favourably received, and these preliminaries be adjusted, you will then report to this Board, and their Lordships will make formal application through the Foreign Office to the French Government.

I am to add, that my Lords would wish you to consider the question generally with a view to suggest any arrangements which would mitigate the inconvenience to travellers, of the system of search as it at present exists.

I am, &c.
(signed) *George Ward Hunt.*

The Commissioners of Customs.

(No. 168.)

Report from the Commissioners of Customs, dated 30th March 1867.

To the Lords Commissioners of Her Majesty's Treasury.

Mr. Hunt having in his letter of the 28th instant, signified that he was directed by your Lordships to acquaint us that the Chancellor of the Exchequer has stated in the House of Commons, that Her Majesty's Government cannot consistently with their duty, relinquish their right to search the baggage of travellers arriving in this country; but he promised that an endeavour should be made to devise means for mitigating as far as possible during the continuance of the Paris Exhibition, any inconvenience which the exercise of that right entails upon the public; and that your Lordships had again taken the subject into your consideration, and have carefully weighed the various suggestions which have been thrown out, with an intention to consult at once the comfort of the public, and the security of the revenue.

Mr. Hunt having further signified that he had been desired by your Lordships to recommend to our most favourable consideration, two proposals which had been made to Her Majesty's Government, viz.:

1. That the Customs Department should, with the permission of the French Government, station officers at the termini in Paris of the Chemin de Fer du Nord, and of the Chemin de Fer de Rouen; that these officers should examine beforehand the baggage of passengers, expressing a wish to that effect, who may arrive at the station in reasonable time, and who are proceeding through

to

to England, and that the officers should put a seal upon those in which no contraband articles were found, leaving other packages to be dealt with as heretofore; that the concession should be reciprocal, and every facility or privilege asked for the officials of this country should be freely offered in return to those of France.

2. That Custom House officers should attend at the termini of the above-named railways, who would be allowed to inspect the luggage booked for England while being weighed and labelled, and to affix marks to any article which they may think fit to select for examination; and on arrival at the place of delivery in England, that article would be detained for examination. In this case, also, every facility would be offered to the French Government, if it should please them to adopt the same system. And Mr. Hunt acquainted us that your Lordships suggested that the Chairman of this Board should in the first instance, and semi-officially, communicate these propositions, or such modifications of them as the experience of the Board may dictate, to the head of the Customs Department in Paris, and endeavour to remove all difficulties that are of a merely technical or departmental nature. That should the overtures be favourable received, and these preliminaries be adjusted we should then report to your Lordships, and your Lordships would make formal application through the Foreign Office to the French Government. Mr. Hunt added, that your Lordships wished us to consider the question generally, with the view to suggest any arrangements which would mitigate the inconvenience to travellers, of the system of search as it at present exists.

In obedience to your Lordships' desire,—

We have again carefully considered the question of the search of the baggage of passengers arriving from Paris with registered baggage, chiefly with the view of considering what can, with safety to the Revenue be adopted, which would mitigate the inconvenience of travellers, said to arise from the system as it at present exists. Two systems have been proposed, and are detailed in Mr. Hunt's letter, above referred to.

1. That English Customs officers should be stationed at the Paris railway stations, who should examine there the baggage of any passengers proceeding through to England, if such passengers desire it, a seal being placed by the officers on any packages found to contain nothing liable to duty, other packages being dealt with as heretofore. We have consulted our practical officers, and the result of their experience of the system as it exists in London, and also of the mode of conducting the business at the Paris railway stations, leads to the opinion, in which we concur, that such a system as proposed in the first suggestion, would not afford any relief to the public, but would prove actually inconvenient to the passengers, and also without some very important alterations in the practice of the railway authorities and of the premises at Paris, would be quite impracticable.

In reference to the second proposition, that English Customs officers should be stationed at the termini at Paris, to inspect the luggage registered through for England, while being weighed and labelled, and to affix marks to any article which they might consider it desirable should be examined in London, and that on arrival in England such packages should be detained for examination,

We beg to state, that this scheme would certainly be more practicable, and would cause less inconvenience to the public and to the railways, and therefore may be considered the preferable of the two, but the advantages to the passengers that could by any possibility arise from its adoption, would, we think, be more imaginary than real.

To carry out this plan it must be provided that baggage for London shall not be registered in Paris except in the presence of our officers, so that they may have an opportunity of fully inspecting it while being weighed and labelled, and that such packages as may be selected by our officers for examination shall, by some means, be kept quite separate and distinct during the whole of the journey, and be produced to the officers of Customs at its termination in London. A telegraphic communication must also be forwarded from Paris to the officers or railway authorities in London, stating the total number of packages selected by each train in Paris, and the particular numbers of the respective lots of baggage out of which such packages have been selected.

It will be necessary that all the passengers be asked by our officers, if they have any goods liable to duty, and if such be the case, the particular packages containing such goods must be pointed out, and marked for examination in London.

The officers must also have full discretion as to the selection of the packages, as no rule for their strict guidance can be given.

It will be necessary also to provide some means of effectually marking or labelling the packages selected for examination in such a way that they may throughout the journey at the places of change of conveyance, and finally on their arrival in London, be easily recognized.

If this plan should be adopted, it would be requisite to obtain the sanction of the French Government to the arrangement; but the French Customs will have nothing to do with the details, which must be settled with the French and English railway companies.

The scheme will entail the necessity of instituting a new and complicated system, by which some additional trouble and expense must fall upon the railway companies.

It remains now to consider what advantages will be derived by the public from this plan. If a certain number of packages from the total baggage by any train are to be selected for examination, travellers will gain no advantage by that selection being made in Paris rather than in London.

To such selection, whether in Paris or London, there are objections which will no doubt call forth complaints from any parties, who, by the marking of their baggage or any part thereof, are made the objects of this exceptional treatment. Then, again, upon arrival in London, much inconvenience will arise if a passenger finds his baggage taken to two different places, to both of which he must resort to reclaim it.

It may now be well to consider how the revenue may be affected. If there be a well-grounded suspicion against any particular package, how can it be guaranteed that the officer in London will really receive that identical package intact? If on the arrival in London 15 packages only are produced to the officers, when 20 have been announced by telegraph, who is to be held responsible? It must be obvious that the system must be dependent on the honesty, not of the principal authorities of the railway companies, but on that of the porter guards, and other subordinates through whose hands the packages must pass at Paris, at Calais, on board the vessel, or at Dover or London. In all these places great facilities for fraud will exist, through substitution or delivery of packages. It would, therefore, appear on impartial consideration, that the proposed scheme would afford no advantage to the public, whilst, on the other hand, it would expose the revenue to risk.

It should be borne in mind that the present system, although it may necessarily cause some delay, is by no means an unmitigated evil. Registered baggage must be sorted so as to enable the railway authorities to ensure its delivery to the right owners; and this sorting is accomplished with the assistance of the Customs, more rapidly than it would be done if left entirely to the public and railway porters. If this system of sorting be continued on its present basis, great facility can be rendered to the public by reducing the examination in London to a minimum.

Having offered such observations as have occurred to us on the two propositions made to Her Majesty's Government for the attendance of officers in Paris, and which would in practice require the adoption of the arrangements which we have enumerated, and which are set forth more fully in the paper annexed marked (A.), we proceed next to submit for your Lordships' consideration, the modification of the present regulations in force in London, in regard to the search of passengers' baggage, which we think might be adopted without material risk to the revenue, and give facilities and dispatch to passengers between Paris and London with registered baggage. With these objects in view, we would propose that the regulations mentioned in the annexed paper marked (B.) should be substituted for those now in force during the continuance of the Paris Exhibition.

In submitting this proposal to your Lordships, we are aware that both plans are open to this objection, viz., that they involve a departure not only from the usual practice observed in the examination of baggage, and indeed of all goods imported into this country, but also from the principle which has hitherto governed

governed such examinations, and which is, we believe, peculiar to this country; the rule being that the baggage of every person shall be submitted for examination; only one perhaps of the packages of each person is opened, and the examination is generally very slight and superficial, unless some circumstance arises to excite the suspicion of the officer. No one, however, can complain, as the same rule extends to all; nor is any discretionary power given to any officer of customs to pass the baggage of any passenger unopened—a privilege which can be conferred by your Lordships' authority alone. Whereas under the regulations now proposed, a novel and an arbitrary system will be introduced, which will, in our opinion, give rise to complaint; and however fairly the selection may be made, those on whom it may accidentally fall will be dissatisfied, and attribute the detention of their property to the ill-will or ungrounded suspicions of the Customs officials. It is only, therefore, under the pressure of the present emergency that we can advise a trial of the proposed plan as a temporary expedient.

On a comparison of the two plans now submitted, viz., that for sending officers to Paris to select and mark some of the packages for examination in London, and that for making the selection at the Railway Stations in London after the usual sorting of the baggage, we are desirous to recommend the latter for your Lordships' adoption; and for the following reasons:

1. It will expose the revenue to less risk and danger, inasmuch as all the baggage will be at once under the control and supervision of the Customs officers, who, in the event of any cause arising for extra vigilance, would have the power to institute an examination without giving personal offence to the passenger.

2. It will be less inconvenient to the passengers.

If the baggage of some is marked at Paris and that of others is allowed to pass free, much disappointment and annoyance will be felt by the passenger who is detained, particularly if he finds that when he had expected to receive his luggage on arrival in London, he is detained for its examination; and still more annoyance will be felt if one package out of a number is selected, so that although five or 10 belonging to him may be delivered, he is still detained for one which has been marked at Paris.

It it be conceded (and on this point the Customs deem it their duty for the safety of the revenue urgently to insist, and on which it would appear that your Lordships concur with them) that some packages must be selected for examination at the discretion of the officers, it becomes of little importance whether the selection is made at Paris or in London. So far as the delivery of the selected packages is concerned, the same detention must take place at the London terminus, and the same time be occupied in the examination, whether the selection is made at one place or the other.

As regards the remaining packages which are not to be examined, the question resolves itself into one of sorting the baggage by the railway officials. The baggage being registered, the company's officers cannot deliver the packages without the production of the baggage tickets received by the passengers at Paris, showing the number of packages under each register number, and which serve also to identify the owners of the goods. This cannot be done on the platform so quickly as by a regular system of sorting in the baggage-room; nor could the baggage be safely delivered to the rightful owner if every passenger were allowed to scramble for his packages as they come out of the van, or are collected in a heap on the platform.

If, therefore, the Railway Companies will make adequate arrangements for the speedy separation and sorting of the packages under the register numbers, in which duty they are always assisted by the Customs weighers, this Board will undertake that the delivery of the luggage shall be made almost as quickly as railway porters can be found to take away the packages; excepting, of course, those containing articles subject to duty, or in which any irregularity may be discovered.

We have thought it more expedient to report at once to your Lordships the aforegoing observations on the proposals for stationing officers at Paris, and for modifying the existing regulations for the examination of baggage in London, in order that your Lordships might have the opportunity of considering

whether sufficient value attaches to the objections which have presented themselves to our minds to the adoption of the former proposal before any communication was made to the French authorities, even semi-officially, on the subject; but should your Lordships still be of opinion that the proposal in regard to the attendance of our officers at Paris, as now submitted by us, should be adopted, the Chairman of this Board, on being favoured with your Lordships' decision to that effect, will place himself in communication with the French authorities and railway companies, in order to ascertain whether the necessary arrangements can be made for giving effect to the measure.

Tho. F. Fremantle.
J. Goulburn.

Custom House, 30 March 1867.

(A.)

PLAN for selecting and marking Registered Baggage by English Customs Officers stationed at the Railway Stations at *Paris*.

To carry out the proposition for sending officers to Paris to select the packages that are to be examined in London, it will be necessary to make arrangements with the French and English railway companies—

That baggage shall not be registered through from Paris to London, except in presence of the officers of the English Customs.

That such officers shall be allowed to inspect all such baggage while it is being registered and weighed, and to affix a label to any packages they may select.

That all such packages so labelled shall be kept separate and distinct from other baggage, and be produced to the Customs officers in London for examination.

That all such selected packages shall not be delivered to the owners in London without the signature of a Customs officer.

That the railway company shall telegraph to London, either to the Customs or the railway company, the total number of packages selected in Paris for examination in London, by each train, and the particular numbers of the respective parcels of baggage from which such packages have been selected.

As regards the Customs, a sufficient number of officers of proper rank must be sent to Paris to ensure the necessary attendance at all times that baggage can be registered through to London.

That such officers shall exercise an unrestricted discretion as to the packages, and to the number of packages to be examined.

That they shall affix to the packages they select some label or mark which may serve as a means of distinguishing and recognising such packages during the journey, and on their arrival in London.

That they shall at Paris ask all the passengers whether they have anything in their baggage liable to duty in England, and if there be any such dutiable goods, the packages containing them must be indicated to the officers, who will then mark or label them.

All the packages selected in Paris must be opened and examined by the Customs officers in London in the usual way, for which purpose they must be taken to the baggage warehouse.

The officers in London may permit the delivery of the other packages at once, without interference on their part, under such arrangements as the railway company may make for the proper identification of the baggage.

(B.)

PLAN for selecting for Examination Registered Baggage at the Railway Stations in *London*.

ALL the registered baggage to be sorted under their registered numbers, and one of each number placed on the counter.

When the baggage is sorted, and previously to the admission of the passengers, the Surveyor of Customs will select, at his entire discretion, such register numbers as he thinks fit for the usual examination, placing an officer at the counter, against the packages bearing such number.

All the passengers to be admitted together. Those whose numbers are not selected for opening will at once obtain their packages, on producing to the officer their baggage tickets, which will be initialled by the officer on their stating to him that their packages contain no goods liable to duty.

Those whose numbers are selected will not be detained many minutes (unless they have duty to pay on cigars or spirits), as the staff of officers will be proportionate to the number of packages to be examined.

The Secretary to the Treasury to the Commissioners of Customs.

Gentlemen, Treasury Chambers, 4 April 1867.

WITH reference to previous correspondence in regard to the examination of the luggage of passengers between London and Paris during the Paris Exhibition, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords approve of the Regulations described in the Paper (B.) annexed to the Report of your Board, dated 30th ultimo, and are of opinion that they will tend to remove all reasonable ground of complaint on the part of the public.

My Lords are therefore pleased to authorise you to substitute them for those now in force at as early a date as possible, and to maintain them during the continuance of the Paris Exhibition.

They would also be glad if you would enter into communication with the Railway Companies concerned, in order to secure to the public the full benefit of this relaxation of practice.

I am, &c.

The Commissioners of Customs. (signed) *George Ward Hunt.*

PASSENGERS' BAGGAGE (PARIS EXHIBITION).

COPY of further Correspondence between the Treasury and the Commissioners of Customs respecting the Examination of Passengers' Baggage during the Paris Exhibition.

(*Mr. Hunt.*)

Ordered, by The House of Commons, *to be Printed,*
4 *April* 1867.

Under 1 *oz.*

POSTAL SERVICE (ATLANTIC).

RETURN to an Address of the Honourable the House of Commons, dated 25 February 1867;—*for*,

"COPY of all CORRESPONDENCE between Her Majesty's Government and the Government of the United States of *America* on the subject of the POSTAL SERVICE on the *Atlantic* since Notice was given of the Termination of the Contract with the British and North American Steam Ship Company."

RETURN FROM THE FOREIGN OFFICE.

(No. 226.)

The Earl of *Clarendon* to Sir *F. Bruce*.

Sir, Foreign Office, 3 July 1866.

I ENCLOSE a copy of a letter from the General Post Office, from which you will see that it is the intention of Her Majesty's Government to terminate, on the 1st of January 1868, the existing Contract with Messrs. Cunard & Co. for the conveyance of the American mails, and that other, and it is believed preferable, arrangements, will be made in lieu of a new Contract.

You will also see, that in order to carry out the new arrangements, it is thought necessary to terminate the existing Post Office Convention between this country and the United States; and that the Postmaster General is anxious that, in accordance with Article 22 of that Convention, you should intimate to the United States Government the wish of Her Majesty's Government that the Convention should cease to have effect on the 1st of January 1868, simultaneously with the termination of the Cunard Contract.

I have, accordingly, to instruct you to give the United States Government the required notice, and at the same time to express the readiness of Her Majesty's Government to enter into negotiations for a new Convention, such negotiations to be carried on directly between the Post Offices of the two countries, and the new Convention to be concluded and signed by the heads of the respective offices.

I am, &c.
(signed) *Clarendon*.

The Honourable,
Sir Frederick Bruce, G.C.B.

RETURN FROM THE GENERAL POST OFFICE.

— No. 1. —

Mr. *Frederic Hill* to Mr. *Hammond*.

Sir, General Post Office, 22 June 1866.

I AM directed by the Postmaster General to request that you will state to the Earl of Clarendon that the Contract concluded on the 24th June 1858 with Messrs. Cunard, Burns & MacIver for the North America and Bahamas Mail Packet Service can be terminated on the 1st January 1868, provided 12 months' notice be previously given to the contractors, and that it is the intention of Her

Majesty's Government to give such notice, and to terminate the Contract accordingly.

The Postmaster General does not propose to enter into a new Contract for the continuance of a mail service like that now existing between this country and North America, as he is of opinion that, without any such Contract, the numerous steam-ships now plying afford the means of maintaining a rapid and frequent postal communication with the United States. In his Lordship's opinion arrangements may advantageously be made with the owners of well-appointed ships leaving this country, on stated days weekly, for the conveyance of mails to New York, in consideration of a payment equal to the whole sea postage if the voyage be performed within a certain time, and equal to a smaller sum, according to a fixed scale, where that time is exceeded. A similar course might be pursued by the United States Post Office with regard to the despatch of mails to this country; and it seems probable, looking at the great commercial intercourse between the two countries, that after a time, under such a plan, a daily mail might be established in each direction.

Under this arrangement, all necessity for the Post Office of one country to send to that of the other instructions respecting the transmission of its mails, a necessity giving rise to much trouble, would be avoided. As respects the outward mails, each office would have the sole direction.

Each office thus undertaking to provide the means for the despatch of the outward mails, the Postmaster General would propose that the despatching office should retain all the postage charged on the international correspondence, and that the office to which the mails are sent should make no charge on the delivery of such correspondence.

To accomplish this object, however, and to effect other improvements in the postal intercourse of the two countries, it will be necessary to terminate the existing Postal Convention between the United Kingdom and the United States, signed at London on the 15th December 1848, and to conclude a new Convention; and the Lords Commissioners of the Treasury have authorised the Postmaster General to adopt that course.

The 22nd Article of the existing Convention provides that it may be annulled after the expiration of a year's notice given by one Government to the other; and I am directed by the Postmaster General to request that the Earl of Clarendon will be good enough to intimate to the Government of the United States that it is the desire of Her Majesty's Government that the Convention should cease to have effect on the 1st January 1868, simultaneously with the termination of the Cunard Contract.

If Lord Clarendon sees no objection, Lord Stanley of Alderley would propose, in accordance with what is now the general rule, that the negotiations for a new Convention should be carried on directly between the Post Offices of the two countries, and that the Convention should be concluded and signed by the heads of the respective offices.

By such a proceeding much trouble is saved, and facilities are given for modifications from time to time in the Convention.

In a letter addressed to the Postmaster General of the United States, on the 29th May 1862, Lord Stanley of Alderley pointed out, that although prevented at that time, by the great loss sustained by this department in the maintenance of the North American mail line of packets, from acquiescing in the proposal to reduce the total charge on a single international letter conveyed between the two countries from 1*s.* or 24 cents, to 6*d.* or 12 cents, he trusted that when that service terminated it would be found practicable to achieve so desirable an object.

Relieved from the burden caused by the contract now about to expire, his Lordship will readily agree in entering into a new Convention to the proposed reduction of postage on international letters, and he will also readily agree to the establishment of low transit rates for letters passing through either country, whether in the ordinary or in closed mails.

A reduction in the charges on printed papers and patterns of merchandise sent through the post has already formed the subject of correspondence between the two Post Offices, and Lord Stanley cannot doubt that a cordial agreement on these questions may in the interval between the present time and the termination of the Convention be without difficulty arrived at.

I am, &c.

The Right Hon. E. Hammond, &c. &c.
Foreign Office.

(signed) *F. Hill.*

— No. 2. —

Mr. *Hammond* to the Secretary to the Post Office.

Sir, Foreign Office, 27 June 1866.

I HAVE laid before the Earl of Clarendon your letter of the 22nd instant, respecting the proposed arrangements for the despatch of mails to the United States on the termination of the present contract with the Cunard Company, and I am to request that you will move the Postmaster General to cause Lord Clarendon to be informed whether it is intended that an officer of the Post Office should accompany the mails, as otherwise it would seem that this department would be deprived of all security for the safe conveyance of correspondence, unless a special messenger were sent on each occasion in charge of the despatches.

I am, &c.

The Secretary of the Post Office. (signed) *E. Hammond.*

— No. 3. —

Mr. *F. Hill* to Mr. *Hammond.*

General Post Office, London.

Sir, 29 June 1866.

HAVING submitted to the Postmaster General your letter of the 27th instant, I am directed by his Lordship to acquaint you, for the information of the Earl of Clarendon, that it is possible that after the termination of the Cunard Contract arrangements may be made with the owners of such of the steam-vessels plying between this country and the United States, as by reason of their greater speed are likely to carry the heaviest mails, to furnish sorting rooms similar to those on board the present packets, in which case one or more officers of this department will accompany the mails. But if this is not found practicable, the despatches of the Foreign Office might, of course, be sent, when necessary, in charge of a special messenger.

I am, &c.

The Right Hon. E. Hammond, &c. &c. (signed) *F. Hill.*
Foreign Office.

— No. 4. —

Mr. *E. C. Egerton*, M.P., to the Secretary to the Post Office.

Sir, Foreign Office, 22 August 1866.

WITH reference to your letter of the 29th of June, I am directed by Lord Stanley to transmit to you herewith, to be laid before the Postmaster General, a copy of a Despatch from Sir Frederick Bruce, enclosing a copy of a note from Mr. Seward, on the subject of the proposed new Postal Convention with the United States.

I am, &c.

The Secretary to the Post Office. (signed) *E. C. Egerton.*

Enclosure 1, in No. 4.

Sir *Frederick Bruce* to Lord *Stanley*, M.P.

My Lord, Washington, 4 August 1866.

ON receipt of the Earl of Clarendon's Despatch (No. 226), of the 3rd ultimo, I addressed to Mr. Seward the note, of which a draft was therein enclosed, apprising the United States Government of the determination of Her Majesty's Government to discontinue the subsidy granted to the Cunard Line of steam-packet vessels, and proposing that a new

Postal Convention should be entered into by the two Governments. I have the honour to enclose copy of Mr. Seward's reply, stating that the matter has been referred to the Postmaster General.

I have, &c.

The Lord Stanley, M.P. (signed) *F. W. A. Bruce.*

Enclosure 2, in No. 4.

Mr. *Seward* to Sir *Frederick Bruce.*

Department of State, Washington,

Sir, 31 July 1866.

I HAVE the honour to acknowledge the receipt of your communication of the 25th instant, announcing to the Government of the United States the determination of Her Majesty's Government to terminate the present Postal Convention on the 1st of January 1868, simultaneously with the expiration of the Contract for carrying the mails with Messrs. Cunard, and expressing the readiness of your Government to enter into negotiations for a new Convention.

I have the honour to inform you that I have submitted a copy of your note and its accompaniments to the Postmaster General, with a view to ascertain his views in regard to the negotiation of a new Convention.

I have, &c.

The Honourable Sir F. W. A. Bruce. (signed) *W. H. Seward.*

— No. 5. —

Mr. *E. C. Egerton*, M. P., to the Secretary to the Post Office.

Sir, Foreign Office, 11 September 1866.

WITH reference to my letter of the 22nd ultimo, I am directed by Lord Stanley to transmit to you, to be laid before the Duke of Montrose, a copy of a Despatch from Her Majesty's Minister at Washington, forwarding a note from the United States Minister for Foreign Affairs, expressing the readiness of the United States Government to enter upon negotiations for a new postal convention.

I am, &c.

The Secretary to the Post Office. (signed) *E. C. Egerton*

Enclosure 1, in No. 5.

Sir *Frederick Bruce* to Lord *Stanley*, M. P.

My Lord, Washington 27 August 1866.

WITH reference to my Despatch (No. 262) of the 4th instant, relative to the proposal of a new Postal Convention between the Governments of Her Majesty and the United States, I have the honour to transmit copies of a note and its enclosure which I have received from Mr. Seward, expressing a readiness, on the part of the United States Postmaster General, to receive and consider any proposals tendered by Her Majesty's Postmaster General as a basis for a new Postal Convention.

I have, &c.

The Lord Stanley, M.P. (signed) *F. W. A. Bruce.*

Enclosure 2, in No. 5.

Mr. *Seward* to Sir *F. Bruce.*

Department of State, Washington,

Sir, 24 August 1866.

REFERRING to your communication of the 25th of July, and to my reply of the 31st of that month, relative to the intention of Her Majesty's Government to terminate the present Postal Convention between the two countries on the 1st of January 1868, simultaneously with the expiration of the Cunard Contract, and at the same time expressing the readiness of Her Majesty's Government to enter into negotiations for a new and improved

improved postal arrangement, I have the honour to transmit herewith a copy of a letter of the 6th instant from the Postmaster General, from which it will be seen that he is prepared to receive and take into consideration such proposals as Her Majesty's postal authorities may desire to offer.

I have, &c.

The Hon. Sir F. W. A. Bruce, G.C.B. (signed) *W. H. Seward.*

Enclosure 3, in No. 5.

Mr. *Randall* to Mr. *Seward.*

Post Office Department, Washington,
Sir, 6 August 1866.

I HAVE the honour to acknowledge the receipt of your letter of the 31st ultimo, transmitting copy of a communication of the 25th ultimo, from Sir F. Bruce, giving notice, as provided by Art. 22, of the Postal Convention between the United States and the United Kingdom of Great Britain and Ireland, signed at London on the 15th of December 1848, of the purpose of Her Majesty's Government to terminate said Convention on the 1st January 1868, simultaneously with the termination of the Cunard Mail Subsidy Contract.

I have the honour to request that you will please inform his Excellency, the British Minister, that this department has received with satisfaction this notice for terminating the existing Convention, accompanied by an expression of the readiness of Her Majesty's Government to enter into negotiations for a new and improved postal arrangement, to be carried on directly between the Post Departments of the two countries, and that I am prepared to receive and consider such proposals as the British Post Department may desire to offer as a basis of a new arrangement, securing to the public of both countries the advantage of reduced rates of postage and increased mail facilities.

I am, &c.

The Hon. W. H. Seward. (signed) *A. W. Randall.*

— No. 6. —

Mr. *Tilley* to the Postmaster General, Washington.

General Post Office, London,
Sir, 23 October 1866.

I AM directed by the Duke of Montrose to express to you the pleasure with which he has learnt, by a Despatch from the British Minister at Washington to Her Majesty's Principal Secretary of State for Foreign Affairs, that you are ready to receive and consider such proposals as this department may desire to offer as the basis of a new Postal Convention which shall secure to the inhabitants of the United Kingdom and the United States the advantage of reduced rates of postage and increased postal facilities.

I am, accordingly, desired to submit for your consideration, as a preliminary basis for a new Convention, the following proposals:

1. That each office shall make its own arrangements for the despatch of mails to the other office by well-appointed ships sailing on stated days, and shall, at its own cost, remunerate the owners of such ships for the conveyance of the mails.

2. That the entire postage on a single international letter shall be 6 *d.* in the United Kingdom, and 12 cents in the United States; or, if equally acceptable to the United States Post Office, that each office shall be at liberty to fix the rate of postage to be charged on every letter despatched.

3. That the charge to be levied on international packets and newspapers, books, printed papers other than newspapers, or patterns of merchandise, shall be fixed by the despatching office.

4. That the postage of all international letters, &c. &c., shall belong wholly to the despatching office and that no charge whatever shall be made by the office in the country in which the correspondence is delivered.

5. That the rates of postage to be mutually paid for the territorial transit (including the passage of the English Channel) of all correspondence sent from one country to the other for transmission to places beyond, in closed mails, shall be calculated according to the following scale.

One-tenth of a penny, British, per ounce weight of letters, and per ten ounces weight of newspapers, books, patterns, &c., for every 19 miles travelled or portion thereof.

6. That the sea-rates upon transit correspondence sent in closed mails, and the territorial and sea-rates upon transit correspondence sent in ordinary mails, to be accounted for by one office to the other shall be the same that are paid by the inhabitants of the country through which the correspondence is forwarded.

7. That the amount of postage to be levied by the United States' Post Office upon every single letter sent through the United Kingdom addressed to the United States shall be two cents. and that the amount of postage to be levied by the British Post Office upon every single letter sent through the United States addressed to the United Kingdom shall be one penny.

The rates suggested for the territorial transit of closed mails are the same as those which have been proposed by this department to the German Postal Union, and are the equivalents in English money, weights, and distances of those otherwise expressed in that proposal.

The foregoing embrace the principal points for a Postal Convention, and if the two offices can come to an agreement in regard to them, all other matters of minor importance could doubtless be arranged to their mutual satisfaction. The Postmaster General would be glad, therefore, to be informed whether they meet with your approval.

I have, &c.
(signed) *J. Tilley.*

The Postmaster General,
Washington.

— No. 7. —

Mr. *Blackfan* to the Postmaster General.

United States of America,
Post Office Department, Washington,
23 November 1866.

Sir,

I HAVE the honour, by direction of the Postmaster General, to inform you that the proposals submitted for his consideration in your communication (No. 969 R.) of the 23rd ultimo, as a preliminary basis for a new Postal Convention between the two countries, meet his approval, constituting as an entirety an equitable and mutually advantageous arrangement, founded on principles of reciprocity; and he, therefore, instructs me to state that he accepts the same as therein proposed, the international rate of postage for letters to be fixed at 6 *d.* in the United Kingdom, and 12 cents in the United States, in lieu of the alternative suggestion offered in proposal No. 2, that each office be at liberty to levy what postage it pleases on letters despatched to the other. I am also directed by the Postmaster General to request that you will please cause to be prepared, in the ordinary form, a draft of articles of a new Convention embracing the substance of these proposals, with such other provisions as are necessary and usual, and transmit the same for his approval at your early convenience; and he further requests me to say that in view of the important public interest involved in the reduction of postage between the two countries, he would be pleased if you will consent to designate as early a date as practicable for carrying the new Convention into operation.

I am, &c.
(signed) *Joseph H. Blackfan,*
Chief Clerk.

The Postmaster General,
&c. &c. &c.
London, England.

— No. 8. —

Mr. *Tilley* to the Postmaster General, Washington.

General Post Office, London,
14 December 1866.

Sir,

I AM directed by the Postmaster General to acquaint you that his Grace has had much pleasure in receiving your letter of the 23rd ultimo, acquiescing in the proposals to serve as a basis for a new Postal Convention between the United Kingdom and the United States, made in my letter of the 23rd October last.

With respect to your request, that a draft of articles may be at once prepared, and as early a date as practicable fixed for carrying the new arrangements into operation, I am to state to you that his Grace being bound for another year by the contract with Messrs. Cunard, Burns & MacIver, is precluded during such period from reducing the postage of letters, since, under the terms of that Contract, such reduction will entail a heavy loss, as well as from entering into the contemplated arrangements for the despatch of mails from either country at the sole expense of such country, the despatching office retaining the postage collected, and no charge being made on delivery.

But so far as relates to the charge to be levied on international packets of newspapers, books, printed papers other than newspapers, or patterns of merchandise, or to the territorial transit rates on correspondence sent in closed mails, the Duke of Montrose will be quite willing to carry into effect, at an early date, the measures proposed in my letter of the 23rd of October, provided such a course meets with your approval. While awaiting your reply to this letter a draft of articles shall be prepared.

I have, &c.
(signed) *J. Tilley.*

The Postmaster General,
&c. &c. &c.
Washington.

— No. 9. —

Mr. *Blackfan* to the Postmaster General.

United States of America,
Post Office Department, Washington,
16 January 1867.

Sir,

I AM directed by the Postmaster General to acknowledge the receipt of your communication (No. 1186—R.) of the 14th ultimo, in reply to his of the 23rd November last, and to express his regret that you cannot, for the reason stated, acquiesce in his suggestion to fix as early a date as practicable prior to 1st January 1868 for carrying into effect the new postal arrangement agreed upon between the two offices; the principal feature of which, and the one most beneficial to the people of both countries, is the reduction of the international letter rate of postage from 24 to 12 cents. He is, nevertheless, willing to name an earlier date for carrying into operation the other provisions of the arrangement relating to the exchange of printed matter of all kinds, as well as patterns of merchandise, and in regard to sea and territorial transit charges, in closed mails, the time to be fixed in the articles of a Postal Convention about to be prepared by your office, and submitted for the approval of this department.

I am, &c.
(signed) *Joseph H. Blackfan,*
Chief Clerk.

The Postmaster General,
&c. &c. &c.,
London, England.

General Post Office,
2 March 1867.

JOHN TILLEY,
Secretary.

POSTAL SERVICE (ATLANTIC).

COPY of all CORRESPONDENCE between Her Majesty's Government and the Government of the United States of *America*, on the subject of the POSTAL SERVICE on the *Atlantic* since Notice was given of the Termination of the Contract with the British and North American Steam Ship Company.

(*Mr. Baxter.*)

Ordered, by The House of Commons, *to be Printed*,
11 *March* 1867.

Under 1 *oz.*

MAIL SERVICES (INDIA AND AUSTRALIA).

RETURN to an Address of the Honourable The House of Commons, dated 4 June 1867;—*for*,

"COPIES of any further CORRESPONDENCE relative to the proposed WEEKLY MAIL between the United Kingdom and *Bombay* (in continuation of Correspondence contained in Paper, No. 9, of Appendix, No. 1, to the Report of the Select Committee (1866) on East India Communications):"

"Of any INSTRUCTIONS to the Government of *India* as to the Receipt of TENDERS in *India* in relation to the said service:"

"And, of any CORRESPONDENCE with the Australian Governments relative to the MAIL SERVICES with those Colonies."

(So far as relates to INDIA).

India Office,
27 June 1867.

H. L. ANDERSON,
Secretary, Public Department.

— No. 1. —

The Under Secretary of State for India to the Secretary to the General Post Office.

Sir, India Office, 5 May 1866.

WITH reference to Mr. Hill's letter, dated 21st December last, communicating the decision of the Lords of Her Majesty's Treasury on the subject of establishing weekly postal communication between England and India *viâ* Bombay, I am directed by the Secretary of State for India in Council to acquaint you that a copy of the correspondence which took place with Her Majesty's Post Office in the course of last year on the subject in question was transmitted for the information of the Government of India; and I have now to forward, for the information of Her Majesty's Postmaster General, the accompanying copy of a letter from the Government of India, with its enclosures, relating to the present position of the question at issue.

P. O., No. 3, of 1866.

It will be observed that the Government of India continue to urge the establishment of the proposed additional service *viâ* Bombay, and express the hope that the subject will receive such further consideration from the Lords of Her Majesty's Treasury as will result in the establishment of a weekly postal service with Bombay, and that India may at the same time be relieved from the necessity of paying part of the expense of maintaining the line of postal communication *viâ* Galle, which is no longer of any public service.

The views of the Secretary of State for India in Council have already been fully and repeatedly expressed on this important subject, but as this is the first opportunity which has occurred of stating his opinion on the subject as presented in Mr. Hill's letter of the 21st December last, I am directed by Earl de Grey to remark that, considering the question of an increase of the rates of postage to have been set at rest by the decision of the Lords of Her Majesty's Treasury, as therein communicated, his Lordship is not prepared to sanction, at the sole charge of India, the establishment of the additional steamers to and from Bombay which, under existing arrangements, would be required to maintain a weekly mail communication with India by that route.

Earl de Grey, in accordance with the wishes of the Government of India, requests the subject may again be brought by Lord Stanley of Alderley to the early consideration of the Lords of the Treasury, and that their Lordships may be moved to consent to such a re-arrangement of the postal service with India as may lead to a removal of existing anomalies, and provide for the desired changes and extensions in the service on fair and equitable terms.

I am, &c.

(signed) *Herman Merivale.*

— No. 2. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for India.

Sir, General Post Office, 24 May 1866.

Referring to your letter of the 5th instant, I am directed by the Postmaster General to state that, until the Parliamentary Committee now sitting on the subject of postal and telegraphic communication with India has completed its deliberations and made its Report, he thinks it would be inexpedient to take action in the matters to which your letter relates.

Meanwhile, however, his Lordship deems it desirable that some of the statements in the correspondence which your letter encloses should not pass unnoticed; and I am, therefore, instructed to make the following remarks:

In the letter dated 27th February last, from the Government of India, it is stated that, while that Government are ready, in addition to a reasonable share of the cost of the service west of Suez, to defray the whole cost of the mail service between Suez and Bombay, they think that, if this arrangement be attended with loss, it would hardly be desired by England that the whole of that loss should fall upon the Indian revenue, the interests of England and India being jointly concerned in this matter.

With regard to this statement, I am to observe, first, that Lord Stanley of Alderley entertains no doubt that, exclusive even of the loss upon the China service, one-half of which, as you are aware, under a decision long since arrived at by the Lords of the Treasury, India has to bear, there would, at the present rate of postage, be for some time to come a very considerable loss on the service of India proper; secondly, that his Lordship has never for a moment affirmed that India alone has an interest in the postal correspondence between that country and England; and lastly, that as any loss that may accrue will be chiefly attributable to the opposition of the Indian Government to even a temporary increase in the rate of postage, it seems to him but equitable that by that Government the loss shall be borne.

With reference to the last part of the 7th paragraph of the letter under consideration, I am directed to refer you to my letter of 14th July 1865, wherein it was shown that, under present circumstances, no material saving would be effected by the discontinuance of the line to Calcutta, although Lord Stanley of Alderley is unable to say what would be the financial result, with the now early prospect of the completion of the railway between Bombay and Calcutta, of terminating the present contract with the Peninsular and Oriental Company, and throwing open the whole Indian service to competition.

In the letter of the 22nd February last from Mr. Riddell, Director General of the Post Office of India, paragraph 6, is the following passage:

"The line between Galle and Suez must be continued for the conveyance of the China and Australian mails; and if the Indian mails are no longer sent by that route, the cost of the Australian and China mail service will be increased by the sum heretofore paid by India; and it would appear, from the tenor of Mr. Hill's letters, that this consideration has been the ground upon which all connected with India have been so long denied the advantage of a weekly mail to and from England, and even of four mails in the month."

Lord Stanley of Alderley is at a loss to imagine how Mr. Riddell could have formed so erroneous a conception, or on what expressions in my letters he bases his opinion; and he feels bound, in vindication of his department, to state that the

the delay which has arisen is not attributable to the British Post-office, but to the government of India, and to the opposition that has been manifested, either on the one hand to consent to increase the rate of postage, or, on the other, to make good the expected loss out of the Indian Revenue.

On the point of delay, I have to remind you that my letter of the 8th January 1863, speaking of the necessity of raising the postage, "in order to place the Indian packet service in a position in which more money could properly be expended upon it, and to admit of the line to Bombay being made weekly, when a good opportunity should present itself," received no answer till June 1865; *i.e.*, after an interval of nearly two years and a-half.

Mr. Riddell proceeds to observe, in paragraph 7, that "the cost of the Mediterranean lines might be reduced without inconvenience to the public, by a reduction in the number of mails sent *viâ* Southampton."

This statement also is erroneous; and Lord Stanley of Alderley cannot but feel some surprise that Mr. Riddell should venture to pronounce authoritatively on a matter on which his knowledge must necessarily be very imperfect.

By inquiry of the directors of the Peninsular and Oriental Company, it was ascertained, some time ago, that they could not consent to any abatement from their subsidy, although a reduction were made in the service between Southampton and Alexandria; or even if that service were wholly discontinued, any more than they could do so if a similar change were effected in regard to the service between Suez and Calcutta; seeing that neither alteration would enable them to withdraw any of their ships.

There are other statements in Mr. Riddell's letter in which Lord Stanley cannot agree, but he thinks it unnecessary to pursue the subject further.

I am, &c.
(signed) *F. Hill.*

— No. 3. —

The Under Secretary of State for India to the Secretary to the General Post Office.

Sir, India Office, 12 June 1866.

I AM directed by the Secretary of State for India in Council, to acknowledge the receipt of Mr. Hill's letter, dated the 24th ultimo, relating to the re-arrangement of the postal service between this country and India, which formed the subject of Mr. Merivale's letter of the 5th idem, and, in reply, to state that his Lordship acquiesces in the intention expressed by the Postmaster General not to take any action in the matter in question till the Parliamentary Committee on India communications shall have brought its deliberations to a conclusion.

In the meantime Earl de Grey would wish it to be understood that he continues to be of opinion that the proposed increase in the rates of postage would be likely to have a very prejudicial effect on the intercourse between this country and India; and that, while his Lordship cannot but hope that the cost of the proposed weekly service with Bombay will ultimately be found considerably less than is anticipated by Her Majesty's Postmaster General, his Lordship still thinks that it would not be just that any additional expense which may be incurred on this account should be borne exclusively by the revenues of India.

I am, &c.
(signed) *J. Stansfield.*

— No. 4. —

The Secretary to the Treasury to the Under Secretary of State for India.

Sir, Treasury Chambers, 6 September 1866.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for the information of the Secretary of State for India in Council, copy of their Lordships' Minute of the 4th instant, relative to the whole subject of the postal communication between this country and the East Indies, China, Japan, and the Australian Colonies; and I am to request that you will move Viscount Cranborne to favour my Lords with any observations he may wish to offer thereon.

I am, &c.
(signed) *George Ward Hunt.*

Enclosure, in No. 4.

TREASURY MINUTE, dated 4th September 1866.

MY Lords have before them the Report of the Select Committee of the House of Commons appointed, during the last Session of Parliament, "to inquire into the practical working of the present system of telegraphic and postal communication between this country and the East Indies, and who are instructed to extend their inquiry to China, Japan, Australia, and Mauritius;" and also a Report from the Postmaster General, dated 9th August (made in pursuance of directions contained in their Minute of 2nd August) on the whole subject of the postal communication between this country and the East Indies, China, Japan, and the Australian Colonies.

The following are the services by which, at the present time, the postal communication between this country and the East Indies, China, Japan, the Australian Colonies and Mauritius is maintained:

They consist, firstly, of four services per calendar month between this country and Alexandria *viâ* Marseilles, with four corresponding services *viâ* Southampton.

Secondly. Of four services between Egypt, in connection with the foregoing, between Alexandria and Suez.

Thirdly. Of two services per calendar month between Suez and Bombay.

Fourthly. Of two services per calendar month between Suez and Galle, within each case a packet between Galle and Calcutta, and another between Bombay and Galle, and onwards to China and Japan.

Fifthly. Of one service per calendar month between Galle and Sydney (touching at King George's and Melbourne, and with branches to South Australia, Tasmania, Queensland, and New Zealand); and,

Sixthly. Of one service per calendar month (maintained at the sole expense of the Mauritius Government) between Galle and Port Louis.

Except the branches in Australia and the packet between Galle and Mauritius, the above services, so far as they are sea services, are performed by the Peninsular and Oriental Steam Navigation Company, and at the following annual cost:

	£.
Services to India and China, and so much of the Australian service as lies between this country and Galle - - -	230,125
Australian service between Galle and Sydney - - -	119,500
Total - -	£. 349,625

To this sum must be added 19,550 *l.* for the branches in Australia, 12,000 *l.* for conveyance through Egypt, and 14,765 *l.* for miscellaneous expenses, but nothing at present for the service between China and Japan, that service having hitherto been performed by the Peninsular and Oriental Company gratuitously.

It thus appears that exclusively of the expense of conveying a portion of the mails between Dover and Calais, and through France (for the latter of which an additional charge is made in the rate of postage) and exclusively of the expense of the Inland service at each end, the present cost of the conveyance of the Indian, China, and Australian mails, and of the Mauritius mails (between this country and Galle) is nearly 396,000 *l.* per annum.

If from this sum be deducted the estimated amount of sea postage (about 236,000 *l.* per annum) it will be seen that the services in question are attended with an annual loss of about 160,000 *l.*, of which it may be roughly said that one-half is borne by India and the different Colonies concerned, and the other half by the mother country.

With

With the exception of Australia the contracts under which the services are performed are terminable at any time on one year's notice, and on a notice of two years the Australian contract may also be terminated.

The postage on letters *viâ* Southampton, between India and this country, and Australia and this country, is sixpence the half-ounce letter, and it has, with a view of diminishing the great loss before referred to, occasioned by the expense of the packet service, been proposed at different times to the Government of India, and to those of the Australian Colonies to double the postage on letters, but those Governments have hitherto, with the exception of New South Wales, declined to accede to the proposals made.

My Lords now proceed to consider the recommendation of the Select Committee with regard to the establishment of a weekly communication with India *viâ* Bombay, and the discontinuance thereupon of the separate postal service between this country and Madras and Calcutta.

Adverting to the facilities which will be afforded by the early completion of the main lines of railway communication between the Port of Bombay and Calcutta, Madras, the North Western Provinces, and the Punjaub, my Lords entirely concur in opinion with the Select Committee, that Bombay should be the port of arrival and departure of the mails to and from India, and that the time has arrived for the establishment of a weekly service to and from that country, and they will, on learning from the Secretary of State for India in Council, that his Lordship concurs in these views, take the necessary steps for carrying them into effect.

Before, however, a final decision is arrived at, it may be well to consider whether, with a view of obtaining the best route through Europe towards Alexandria and Suez, and thereby expediting the conveyance of the mails between this country and India, it may not be advisable to substitute the Port of Brindisi, in the south of Italy, for the Port of Marseilles, from which port the mail *viâ* France is now sent.

It appears from the able report of Captain Tyler of the Royal Engineers, to the Postmaster General, which my Lords have perused with much interest, that if the Brindisi route were made use of instead of that *viâ* Marseilles, there would be a saving in the time occupied in the conveyance of the mails between this country and Alexandria of 35¼ hours previous to the construction of the Mont Cenis Summit Railway, of 39½ hours after the construction of that railway, and 42½ hours after the completion of the permanent French line from St. Michel to Susa. (Dated 19 July 1866).

The great saving of time thus affected affords, in the opinion of my Lords, a conclusive reason for the adoption of the Port of Brindisi, as the port of communication with Alexandria instead of Marseilles, the more so as it appears that the Italian Government are willing and anxious to make every necessary arrangement for facilitating the conveyance of the British mails through Italy.

It will be, therefore, necessary to give notice to the Peninsular and Oriental Steam Navigation Company of the intention of the Government to put an end to the contracts at present existing for the conveyance four times a month of the mails between Southampton and Alexandria, and Marseilles and Alexandria, and to call for tenders for a weekly service between Southampton and Alexandria, and Brindisi and Alexandria. It will also be necessary to give notice for the discontinuance of the two services per calendar month between Suez and Bombay, and of the two services per calendar month between Suez and Galle within each case, the packet between Galle and Calcutta, and the other packet between Bombay and Galle, and from thence to China.

With regard to the conveyance of mails to China and Japan, my Lords are of opinion that the service to be constituted for the conveyance of the Indian mails, should be made use of as far as Aden; and with this view, it will be necessary, instead of the mails for these countries being despatched twice a month as at present, that the service should be converted into one, once every fortnight; and tenders will, therefore, have to be called for a fortnightly service between Aden and Japan, touching at Galle, Penang, Singapore, Hong Kong, and Shanghae. The parties tendering to state for what additional subsidy they would be willing to continue the service from Aden to Suez.

As respects the time to be allowed in each instance for the performance of the new service, the Postmaster General proposes to act on the plan which has for some time been in use, viz., to ascertain what would be the charge both at the present rate of sailing and at a higher rate, so as to enable this Board to decide whether or not the increased speed would warrant the increased expense. My Lords adverting to the recommendation of the Select Committee, "that the Time Table should be based on a prescribed speed of not less than 11 nautical miles per hour on the voyage between Marseilles and Alexandria, and 10 miles per hour between Suez and Bombay; but that the tenders be required to state also, terms in each case for higher rates of speed, of not less than one additional half mile per hour," are of opinion that the proposed course of proceeding by the Duke of Montrose should be adopted.

As it is probable that the expense of the proposed weekly service to and from Bombay, and the fortnightly service to and from China and Japan will considerably exceed the amount of the postage which will be received on the correspondence forwarded by these services, it is necessary that some arrangement should be made as to how the excess in these cases is to be met.

With regard to the India service, there can be no question but that, as at present, it should be made good in equal proportions by the Indian and Home Governments; but with respect to the China service, adverting to the opinion expressed by the Select Committee

mittee that "the arrangements under which India now defrays a moiety of the net cost of the China service after deducting the postal receipts, will not under the proposed arrangements be equitable as regards that Government, and should be modified." It is necessary to consider what modification it will be expedient to make. The contract packet from Bombay to Galle, and thence on to China, by which line my Lords presume the correspondence between India and China has been hitherto conveyed being about to be discontinued; it appears to my Lords that it will be necessary for the India Government itself to provide fortnightly the means of conveying the correspondence between India and China; at any rate, as far as Singapore, in which case the only claim which could fairly be made on the Indian Government on account of the China mail service, would be for the conveyance of its correspondence between Singapore and China and Japan by the contract packet from Point-de-Galle.

It is reasonable to expect that great expense will be imposed by these services on the British and Indian Exchequer, and my Lords propose to reserve for future consideration whether it would be expedient to reduce such expense by raising the postage of letters, between this country and India, and they propose in the meantime to call the attention of the Secretary of State for India to this question.

The large and important island of Ceylon has hitherto not contributed towards the loss incurred by the packet service, by which its correspondence with this country has been conveyed; my Lords are of opinion that the time has now arrived when it may fairly be called upon to contribute towards the loss in question in proportion to its correspondence; at any rate, so long as the postage on letters to and from Ceylon continues at the moderate rate of 6 *d.* the half-ounce letter; and my Lords would be glad if the Secretary of State for the Colonies will make an intimation to this effect to the Government of that island.

With respect to the postal communication *viâ* Suez with the Australian Colonies, it is at present a monthly service; the mails being despatched to Alexandria on the 20th of each month *viâ* Southampton, and on the 26th *viâ* Marseilles. From Suez the mails are conveyed as far as Point de Galle by the Calcutta packet corresponding with that leaving Southampton on the 20th of the month, and from Point-de-Galle they are carried by vessels of the Peninsular and Oriental Company under a contract recently entered into with that company, but which is terminable on a notice of 24 months being given by either party.

Various complaints having reached this Board from the Australian Colonies of the manner in which the Peninsular and Oriental Steam Navigation Company have hitherto carried on the service; and the Colony of New South Wales having gone so far as to give notice of their intention to withdraw from their share in the contract; it appears to my Lords (although they do not think there are sufficient grounds for these complaints, and are of opinion, that on the whole, the service has been well performed), that it would be advisable also to serve notice on the company, that, on the termination of 24 months the present contract for the conveyance of the mails between Point de Galle and Sydney will be discontinued.

As the mails to India will hereafter be carried weekly instead of four times a month, and those to China fortnightly instead of twice a month, it will be necessary, unless a service expressly for the conveyance of the Australian mails between this country and Alexandria, and Brindisi and Alexandria is provided, that the Australian mail service should also be altered from a service once a month to a service once every four weeks, so as to render the packets conveying the India and China mails to Alexandria, and the China mails to Point-de-Galle, available for the conveyance of the Australian mails as far as Point-de-Galle. It is true that it might be possible to make use of the vessels of the Messageries Imperiales which are under contract with the French Government for the conveyance of mails monthly between France and China, for the carriage of the Australian mails as far as Point-de-Galle; but my Lords are given to understand that the expense of making use of these vessels would amount to very considerably more than the extra expense which would be incurred by the conversion of the service to those colonies from a monthly to a service every four weeks.

Note.—By the terms of the present contract with the Peninsular and Oriental Steam Navigation Company, they are bound to provide a communication once every four weeks for an additional subsidy of 10,000 *l.* a year.

It now becomes necessary to consider in what manner the service between Point-de-Galle and the Australian Colonies is to be provided for, on the discontinuance of the present contract with the Peninsular and Oriental Steam Navigation Company: my Lords would be glad if the Australian Colonies would themselves, in combination, undertake to provide this service, in which case they would, as at present, be prepared on behalf of the Imperial Government, to defray one-half of the reasonable cost of such service; and they would suggest that the Secretary of State for the Colonies should communicate with the different Colonial Governments with a view to such an arrangement being carried out; if, however, the several Colonial Governments should find it impossible to come to a common understanding on the subject, and to adopt a practicable arrangement, the Home Government will not refuse to undertake to make the necessary contract for providing the service between Point-de-Galle and Sydney; it must be, however, on the distinct understanding that they shall agree each and all to whatever arrangements the Home Government may consider most conducive to the interests of the mother country, and of the colonies collectively. My Lords, however, would much prefer that the colonies themselves should, in combination, make the contract or contracts for the service in question.

As regards the services between this country and the Mauritius, my Lords regret that the future fortnightly service to Galle would not work in altogether with the monthly service which the Colonial Government has organised between Mauritius and Galle.

My Lords, however, trust that the Colonial authorities will be able to make arrangements which will obviate this inconvenience.

It now remains merely to recapitulate the steps which will require to be taken:—

Firstly. Notice will have to be given to the Peninsular and Oriental Steam Navigation Company of the intention of Her Majesty's Government, to put an end at the proper periods to all the contracts they have with that company for the conveyance of the mails both on this side and on the other side of the Isthmus of Suez; and,

Secondly. Tenders will have to be called for the several services adverted to in this Minute, such services being divided into five parts (parties tendering to be at liberty to tender for any one or more of such services), viz.:—

1. A weekly service between Brindisi and Alexandria.

2. A weekly service between Southampton and Alexandria.

3. A weekly service between Suez and Bombay.

4. A fortnightly service between Aden and Japan, touching at Galle, Penang, Singapore, Hong Kong, and Shanghae.

The parties tendering for this service to state for what additional subsidy they will be prepared to extend the service to Suez.

5. A service, as at present, from Galle to Sydney, with a provision that the contract for this service may be accepted either by the Home Government or the Colonies.

Adverting to the opinion expressed by the Select Committee, "That in consideration of the outlay which must necessarily be incurred in the construction of new vessels, or adapting those now employed, for the efficient performance of the future service to India, it is expedient that the new contracts shall be for a term of years certain, subject to a subsequent notice of two years on either side," my Lords would propose that, so far as respects the first four services above adverted to, the tenders should be for a term of six years certain, and thenceforth subject to a notice of two years, at the end of the first four or any subsequent year.

As regards the fifth service, however, viz., that between Galle and Sydney, although the necessary 24 months' notice should immediately be given to the Peninsular and Oriental Steam Navigation Company for the discontinuance of the present contract, it appears to my Lords that it would be inexpedient to call at once for tenders for a new service, or to fix a period for such until they have before them the views of the respective Colonies on this subject, which my Lords trust the Earl of Carnarvon will take the earliest opportunity of eliciting.

— No. 5. —

The Assistant Under Secretary of State for India to the Secretary to the Treasury.

Sir, India Office, 5 October 1866.

I HAVE laid before the Secretary of State for India in Council your letter, dated the 6th ultimo, forwarding a Minute of the Lords of Her Majesty's Treasury relating to the proposed modification of the postal communications between this country and the East Indies, China, Japan, and the Australian Colonies; and in accordance with their Lordships' request, I am directed by Viscount Cranborne to offer the following observations on the subject.

Lord Cranborne concurs in the steps which the Lords of the Treasury propose to take for the purpose of giving effect to the recommendation of the Committee of the House of Commons for the establishment of a weekly mail service between England and India; Bombay, in accordance with the wishes heretofore expressed by the Government of India and by the Secretary of State, being the port of arrival and departure for the mails. It is true that the Lords of the Treasury do not propose to carry out to the letter the recommendation of the Committee, that "the service between England and India should be on the footing of an express service entirely unconnected to the eastward of Suez with any other mail services;" but as it is absolutely necessary, for political and military purposes, that the steamers between Suez and Bombay should touch at Aden, in order to keep up a constant communication between the port and India, Lord Cranborne does not see any objection to their Lordships' proposal, that the Indian mail

steamers should be made use of between Aden and Suez for the conveyance of the China and Australian mails.

As regards the mode of providing for the expense of the mail service between England and India, Lord Cranborne notices with gratification that the Lords of the Treasury appear to recognise the principle that India should be called on to contribute towards the expense of those services only in which she has a direct and substantial interest. In accordance with this principle his Lordship, though he is disposed to agree in the opinion of the Government of India, that the new arrangements may be carried out at little or no increase of expense, as regards the service of India alone, readily accedes to the proposal that the Indian Government shall share with Her Majesty's Home Government any excess of the cost of the Indian Mail Packet Service proper, which may accrue over and above the amount of sea postage on the correspondence between the two countries.

On the discontinuance of the existing line of mail steamers between Bombay and China, it will, as remarked by the Lords of the Treasury, be necessary for the Government of India to make new arrangements for the conveyance of the correspondence between India and China; and Lord Cranborne will without delay direct the attention of that Government to the subject. His Lordship is not at present aware whether it may be practicable to forward the correspondence in question by the merchant ships which sail between the two countries; or whether, and to what extent, it may be necessary to use for the purpose the steamers conveying the correspondence between England and China; but the postponement of a decision on this point, pending the receipt of a reference to the Government of India, need not cause delay in the general measures proposed to be taken by their Lordships, it being in the meantime clearly understood that the Government of India will be called on to make payment to Her Majesty's Home Government for that portion only of the distance between India and China along which the Indian mails may be actually carried on the English contract steamers.

As the amount of charge to which the revenues of India may hereafter be subjected on account of the conveyance of the eastern mails, depends most materially on the deductions to be made from the gross cost before the proportions payable, respectively, by Her Majesty's Home and Indian Governments are calculated, Lord Cranborne deems it necessary that a distinct understanding should be arrived at on this point before the new arrangements are finally concluded.

It being admitted that besides any payment which may be hereafter decided on, on account of the correspondence between India and China, the revenues of India are to be responsible only for their share of the actual cost of carrying the Indian mail between this country and Bombay, Lord Cranborne will expect not only that, in accordance with the practice lately followed with respect to the Australian letters, a proportionate payment in reduction of the gross cost of the Indian mail steamers shall be made for the conveyance between England and Aden of the correspondence to and from China, Japan, the Australian Colonies, Mauritius, and any other colonies and countries to the eastward of Suez which may benefit by the service, but that allowance shall also be made to the Indian Government for any postal services rendered by the contract steamers on this side of Alexandria to the British Colonies, and any other countries in the Mediterranean to which Her Majesty's Post Office may make up packets. The principle being thus admitted that credit will be given to the revenues of India for such services wherever they may be rendered, little difficulty need be apprehended in settling, from year to year, the actual amount to be paid respectively by the two Governments.

With regard to the substitution of Brindisi for Marseilles as the port of communication with Alexandria for the fast Indian mails, Lord Cranborne considers it to be of the utmost importance to reduce to the lowest practicable point the time occupied in the transmission of the mails between this country and India; and he learns with much satisfaction that the Lords of the Treasury and Her Majesty's Postmaster General are of opinion that it will be practicable to adopt a change of route, which will conduce in a material degree to this highly desirable end.

I am, &c.
(signed) *J. Cosmo Melvill.*

— No. 6. —

(No. 119.)

The Secretary of State for India in Council to the Governor General of India in Council.

Sir, India Office, London, 31 December 1866.

With reference to previous correspondence on the subject of establishing a weekly mail Communication with India *viâ* Bombay, I forward for your information a copy of the Report of the Select Committee of the House of Commons on East India Communications, together with the letters which have passed between Her Majesty's Treasury and this Department on the question of the best mode of giving effect to the recommendations of the Committee

Parliamentary Paper, No. 428. Letter from Treasury, 6 Sept. 1866, and Enclosure. Letter to Treasury, 5 October 1866.

I have, &c.
(signed) *Cranborne.*

— No. 7. —

The Under Secretary of State for India to the Secretary to the Treasury.

Sir, India Office, 16 April 1867.

With reference to the 4th paragraph of Mr. Melvill's letter of the 5th of October last, I am directed by the Secretary of State for India to transmit, for the information of the Lords of Her Majesty's Treasury, a copy of a letter dated 22nd February last, No. 3544, from the Director General of the Post-office of India, from which it appears to be the view of that gentleman that it will not be necessary at present to make any new or special arrangements for the conveyance of correspondence between India and the Straits and China.

I am, &c.
(signed) *Herman Merivale.*

Enclosure in No. 7.

(No. 5.)

The Governor General of India in Council to the Secretary of State for India in Council.

My Lord, Fort William, 6 March 1867.

With reference to the 4th paragraph of Mr. Melvill's letter to the Treasury, dated 5th October, 1866, which formed one of the enclosures of your Despatch in the Public Department, No. 119, dated the 31st December, we transmit herewith copy of a communication* from the Director General of the Post-office, reporting that it will not be necessary at present to make any new or special arrangements for the conveyance of correspondence between India and the Straits, and China.

* No. 3544, dated 22 February 1867.

We have, &c.
(signed) *John Lawrence.*
W. Mansfield.
H. S. Maine.
W. Grey.
G. N. Taylor.
W. N. Massey.
H. M. Durand.

From *H. B. Riddell*, Esq., Director General of the Post Office of India, to *E. C. Bayley*, Esq., Secretary to the Government of India (No. 3544); dated the 22nd February 1867.

I beg to acknowledge the receipt of your endorsement, No. 1314, dated the 8th instant, and to report that I do not think that it will be necessary at present to make any new or special arrangements for the conveyance of correspondence between India and the Straits and China.

2. There is a subsidised monthly service between Calcutta and Singapore, and a subsidised bi-monthly service by steamer between Calcutta and Bombay *viâ* Ceylon. One of the

the steamers of this line, which leaves Bombay for Calcutta on the 1st of each month, is in connection with the steamer of the Messageries Impériales, which leaves Galle for China from the 12th to the 14th of each month.

If there were a fortnightly mail from England to China *viâ* Galle, and the Peninsular and Oriental Company removed their steamers for the Bombay and Ceylon line, it would be easy to arrange the departure of the coasting steamers, so as to ensure their correspondence at Galle with the mail steamers from England.

3. In addition to the subsidised lines of steamers by which correspondence can be sent between India, the Straits, and China, there are the fast opium steamers, two of which leave Calcutta monthly for Hong Kong, touching at Penang and Singapore. During the year 1866, 31 steamers left Calcutta for Hong Kong, and 31 arrived in Calcutta from Hong Kong.

4. An unsubsidised steamer belonging to the Peninsular and Oriental Company also leaves Bombay, and conveys passengers, goods, and mails to Ceylon, in connection with the China service. There appears no reason to think that the Peninsular and Oriental Company will give up this line; if they did, I have no doubt that it would be at once occupied by some other company.

— No. 8. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for India.

Sir, General Post Office, 4 December 1866.

In May last year the Directors of the Peninsular and Oriental Steam Navigation Company addressed a letter to this Department, stating that they had it in contemplation (with a view of ascertaining the lowest terms upon which they might be able to undertake a permanent weekly service to and from Bombay), to make some experimental trips between Suez and Bombay with extra ships, and that they would be prepared to carry Her Majesty's mails by those extra and experimental vessels without any charge beyond the usual allowance for ship letters.

I have now the honour to transmit, for the information of the Secretary of State for India in Council, the copy of a letter from the Company, dated the 28th ultimo, informing me that they are now in a position to commence the contemplated experimental service, and that the first departure from Bombay will be on the 19th January, and from Suez on the 5th February next.

Instructions will accordingly be given for making up mails for Bombay four times a month, after the 20th—26th January next (in which mails will be included letters for all parts of India), and notice will be given to the public in the usual manner.

I am, &c.
(signed) *F. Hill.*

Enclosure in No. 8.

The Secretary to the Peninsular and Oriental Steam Navigation Company to the Secretary to the General Post Office.

Sir, 28 November 1866.

Referring to my letter of 16th May 1865, intimating that the Directors of this Company intended to try the experiment of doubling the existing service between Suez and Bombay, with a view to ascertain the probable expense to the public at which such a service, or a weekly one, could be permanently maintained, I am instructed to inform you that the loss of the "Jeddo," and the necessity for the withdrawal from active service for extensive overhaul and repairs of several of the Company's steamers have hitherto prevented them from carrying their intention into effect.

The additions which have recently been made to the Company's fleet in the East, have now placed them in a position to commence the experimental service, and the first departure from Bombay will be on the 19th January, and from Suez on the 5th February, thus affording, *pro tempore*, in connection with the existing services in the Mediterranean, a regular mail communication with Bombay four times a month.

The Directors will be happy to convey mails by these steamers, and an intimation to this effect has already been given to the Government of Bombay, in order that the necessary arrangements may be made in India.

I have, &c.
(signed) *C. W. Howell*, Secretary.

— No. 9. —

The Under Secretary of State for India to the Secretary to the General Post Office.

Sir, India Office, 14 December 1866.

I HAVE laid before the Secretary of State for India in Council, Mr. Hill's letter of the 4th instant, regarding the establishment by the Peninsular and Oriental Steam Navigation Company of two additional steamers per month between Suez and Bombay; and, in reply, I am directed to state that a copy of that communication will be forwarded to the Government of India, with a view to the necessary steps being taken by the Post Office Department in India for making use of the facilities which will be afforded by the additional steamers for the dispatch of mails to England.

I am, &c.
(signed) *H. Merivale.*

— No. 10. —

(No. 110.)

The Secretary of State for India in Council to the Governor General of India in Council.

India Office,
Sir, London, 15 December 1866.

I FORWARD for your information, and for the issue of the requisite instructions to the Director General of the Post Office, a copy of a letter from the Assistant Secretary of Her Majesty's Post Office, on the subject of an experimental establishment of two additional steamers per month between Suez and Bombay, which the Peninsular and Oriental Steam Navigation Company are about to carry out, "with a view," as the Company states, "to ascertain the probable expense to the public at which such a service or a weekly one could be permanently maintained." 4 December 1866. and Enclosure.

I have, &c.
(signed) *Cranborne.*

— No. 11. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for India.

Sir, General Post Office, 17 April 1867.

WITH reference to my letter of the 4th December last, informing you that the Peninsular and Oriental Steam Navigation Company had established experimentally an additional line of steamers between Suez and Bombay, and that this Department had made arrangements with the Company for the conveyance of extra mails by those steamers, I am now directed by the Postmaster General to state to you, for the information of the Secretary of State for India in Council, that his Grace has received a letter from the Peninsular and Oriental Company giving notice of their intention to terminate this extra service: the last extra steamer from Bombay being that appointed to sail on the 20th May; and from Suez that appointed to leave after the arrival of the mails from England of the 20th—26th of that month.

I am, &c.
(signed) *F. Hill.*

— No. 12. —

The Secretary to the Treasury to the Under Secretary of State for India.

Sir, Treasury Chambers, 5 January 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for the information of the Secretary of State for India in Council, with reference to his Lordship's letter of the 21st September last, copy of a Report from the Postmaster General, dated the 13th October last, relative to postal communication with India, China, &c.; and I am to request that you will move Viscount Cranborne to cause this Board to be furnished with the information alluded to in the concluding paragraph of the Postmaster General's Report.

I am, &c.
(signed) *George Ward Hunt.*

Enclosure in No. 12.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 13 October 1866.

I HAVE the honour to return the enclosed copy of a note on the Postal Service to India, referred to this Department by Mr. Hunt on the 28th ultimo.

The question, whether the Indian Government shall bear any part of the cost of conveying the mails to China, being one entirely for the decision of your Lordships, I do not feel called upon to offer any opinion on the subject.

The proposal to divide the charge incurred for the Indian Packet Service into 16 shares, and to apportion a certain number of them to each of the colonies whose mails are carried as far as Aden by the Indian packets, seems to be an arbitrary arrangement upon no principle. I see no reason for departing from the usual practice under which the share to be borne by the respective colonies of the total cost of the service is calculated according to the number of letters forwarded in the mails of each colony.

I concur with Lord Cranborne that it would not be desirable to have a line of steamers maintained by the Home Government as far as Aden, and a line of steamers maintained by the Indian Government between Aden and India, all the passengers and mails being transhipped at Aden. I think, too, that much inconvenience would result from the divided authority which would be caused by the adoption of the suggestion for the packet service to be in part under the direction of the British Government, and in part under that of the Government in India.

As respects the service between India and China, I think it may be well when tenders are invited for the other portions of the India service, to frame a tender specially for a line between Calcutta and Japan, touching at Hong Kong and Shanghai, with a view to the conveyance of both the Indian and British mails.

If such a line were established in lieu of the present one, the English mails for China would have to be sent *viâ* Bombay, and conveyed across India to Calcutta; and the Indian Government should therefore at once consider and report, for the information of your Lordships, the amount of the transit rate of postage that would be charged upon the letters and papers contained in such mails, in order that the total cost by that route may be compared with the cost of a direct service by sea.

I have, &c.
(signed) *Montrose.*

— No. 13. —

The Under Secretary of State for India to the Secretary to the Treasury.

Sir, India Office, 17 January 1867.

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 5th instant, and to inform you that Lord Cranborne has addressed a Despatch to the Government of India calling for the information regarding the rate of postage to be charged on letters and packets passing through India, *viâ* Bombay and Calcutta, as requested in your letter.

Immediately upon receipt of the reply from the Indian Government the answer shall be communicated to you for the information of my Lords.

I am, &c.
(signed) *Herman Merivale.*

— No. 14. —

(No. 2.)

The Secretary of State for India in Council to the Governor General of India in Council.

Sir, India Office, London, 17 January 1867,

I HAVE received a letter from the Lords of Her Majesty's Treasury, requesting to be informed, with a view to the framing of a tender for a postal service between Calcutta and Japan, touching at Hong Kong and Shanghai, for the conveyance of the Indian and British mails; of the amount of transit rate of postage that would be charged upon the letters and papers contained in such mails, sent *viâ* Bombay, and conveyed across India to Calcutta, in order that the total cost by that route may be compared with the cost of a direct service by sea.

2. I request that I may be furnished with the information thus called for with as little delay as possible, to enable me to reply to my Lords' inquiries.

I have, &c.
(signed) *Cranborne.*

— No. 15. —

The Secretary to the Treasury to the Under Secretary of State for India.

Sir, Treasury Chambers, 2 February 1867.

I AM directed, by the Lords Commissioners of Her Majesty's Treasury, to transmit herewith copy of a letter, dated 30th ultimo, from the Postmaster General, and I am to request that, in laying the same before the Secretary of State for India in Council, you will move Viscount Cranborne to favour my Lords with his Lordship's opinion as to the proposal therein contained in regard to the contract for the mail service between Suez and Bombay.

I am, &c.
(signed) *George Ward Hunt.*

Enclosure in No. 15.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 30 January 1867.

WITH reference to the notice about to be given to the Peninsular and Oriental Company to terminate their contract for the Indian packet services, I recommend that so far as relates to the service between Suez and Bombay, the contract be in future not with the Imperial Government, but with that of India, which has greater facilities than we to superintend its performance.

At present, complaints come to us from time to time, from the Indian government respecting this service, particularly as regards the landing of the mails at Bombay; and these complaints, instead of being dealt with at once and on the spot by the agent of the contractors, have to be inquired into here, and then after considerable delay, a communication on the subject (often leading to a rejoinder) has to be made to the Government of India; and thus, while unnecessary trouble is given to the English Post Office, that of the offices in India, instead of being lessened, is increased.

If the Indian Government desire it, I am prepared to include the Suez and Bombay service in the forms of tender (which should be issued as soon as possible); but I should, in that case, notify that the contract will be with the Government of India.

I have reason to believe that the proposed alteration would be as acceptable to the Indian Government as to this department; but as time would not admit of a communication with India, your Lordships will probably think well to write to Lord Cranborne on the subject, in the hope that he will be able to decide the point, so far as the India Office is concerned, without such communication.

I have, &c.
(signed) *Montrose.*

— No. 16. —

The Under Secretary of State for India to the Secretary to the Treasury.

Sir, India Office, 11 February 1867.

I HAVE laid before the Secretary of State for India in Council your letter dated the 2nd instant, with the accompanying letter from Her Majesty's Postmaster General, on the subject of the future arrangements for the conveyance of mails between England and India.

In reply I am directed to state that Viscount Cranborne agrees in the opinion of the Duke of Montrose, that the contract for the Bombay and Suez section of the Eastern postal services, for which new tenders are about to be invited, should be entered into by the Government of India, and not by Her Majesty's Imperial Government. With regard to his Grace's offer to include the service for this portion in the forms of tender for the other sections of the Eastern services, I am to state that Lord Cranborne is of opinion that it will be more convenient that the tenders for the Bombay and Suez line should be made to Her Majesty's Postmaster General, but in this case ample time should be afforded to Companies in India to make their tenders.

I am, &c.
(signed) *Herman Merivale.*

— No. 17. —

The Secretary to the Treasury to the Under Secretary of State for India.

Sir, Treasury Chambers, 15 February 1867.

WITH reference to your letter of 11th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will state to the Secretary of State for India in Council, that a notice has been served by the Postmaster General upon the Peninsular and Oriental Steam Navigation Company for the termination in 12 months from 1st instant, of their contracts for the conveyance of the Indian and China mails, apprising his Lordship at the same time that when the forms of tender for the new services have been decided on by the Postmaster General, copies thereof will be forwarded to you for his information.

I am to add that my Lords entirely agree in opinion with his Lordship and the Postmaster General as to the expediency of the new contract for the mail service between Suez and Bombay being made with the Indian instead of with the Imperial Government.

I am, &c.
(signed) *George Ward Hunt.*

— No. 18. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for India.

Sir, General Post Office, 4 March 1867.

I AM directed by the Postmaster General to request that you will submit for the consideration of the Secretary of State for India in Council the accompanying draft tender for conveying Her Majesty's mails between Suez and Bombay.

The tender has been prepared by this office on behalf of the Government of India, by the direction of the Lords Commissioners of the Treasury; and is in general conformity with the forms of tender for the services on this side Egypt, and for a service between Aden and Yokohama.

The time allowed for the voyage is calculated at a speed of 10 knots an hour, with a deduction of 5 per cent. to cover deviation from the direct course; but the parties tendering will be at liberty to state on what terms they will perform the service at a higher rate of speed.

Two blanks in the tender on the first page, and one at the end of Condition 33, must be filled up before the forms are issued to the public.

I am at the same time to transmit for consideration a draft tender for conveying the mails between Calcutta and Yokohama, prepared to admit of an alternative route for the line from Aden to Yokohama, on the assumption that the mails for China and Japan are carried from Suez to Bombay, and across India, for embarkation at Calcutta.

The issue of such form was suggested to the Treasury in a letter from the Postmaster General to the Treasury, dated the 13th of October, and which was doubtless referred by the Lords Commissioners to the India Office.

As such a service, if established, will be performed at a great distance from England, and neither of the termini will be a place where the posts are under the control of the Postmaster General, his Grace is of opinion that the service will be more efficiently superintended by the Indian Government than by this department; but upon this point he is desirous of being favoured with the opinion of Viscount Cranborne.

As regards the ultimate payment for the service, the result will be the same whether the contract be with the Indian Government or the British Post Office, inasmuch as, under either arrangement, each will be charged according to the number of letters, &c., it may send and receive.

The forms of tender contain many provisions not strictly relating to the postal service, and as the Postmaster General has addressed some observations to the Lords of the Treasury respecting such provisions, I am directed to forward a copy of his letter for the information of Viscount Cranborne.

I am, &c.
(signed) *F. Hill.*

Enclosure in No. 18.

The Postmaster General to the Lords of the Treasury.

My Lords, General Post Office, 2 March 1867.

I HAVE the honour to forward for your Lordships' approval, forms of tender, which have been prepared under my direction, for the various packet services which it is necessary to provide for in relation to the recent notice to the Peninsular and Oriental Steam Navigation Company, and in obedience to your instructions.

I have also prepared forms of tender for the use of the Secretary of State for India, for services between Suez and Bombay, and Calcutta and Japan, which I will send direct to the India Office.

As respects the contracts to be entered into by this department, I have thought it well, in order to enable your Lordships more readily to determine the question whether the Mediterranean service, in connection with the transit through France, shall in future be from Marseilles or Brindisi, to call for tenders for a service by each of those routes, though I now think it probable, owing partly to the saving in time which would be made in the Marseilles route by going direct to Alexandria instead of calling at Malta, partly to the uncertainty still attaching to the practicability of the transit through Italy of our large and heavy mails, and the danger of interruption from the circumstance that much of the Italian railway has only a single line, partly to the strong aversion which has been manifested by the French Post Office to the adoption of the Italian route (an aversion to which practical effect might be given by a notice to terminate the French postal convention), partly to the increased expense which a transit through Italy would probably entail, and in part, lastly, to the establishment of telegraphic communication with India, having rendered great speed in the packet service less important, that you will decide to continue the use of the Marseilles route.

Hitherto in contracts for packet services, the contractors have been required to convey what have been termed "small packages" for the Admiralty without charge; but the accompanying forms of tender have not been framed on the supposition that this requirement will be continued; and I think your Lordships will agree with me in the propriety of its omission.

It is evident that even with all the care which the Lords of the Admiralty can afford to bestow on such a matter, a provision of the kind is liable to much abuse, and strong complaint has been made by the Peninsular and Oriental Company that abuse has in fact taken place, and this to a large extent. Even if there were no abuse, the arrangement would tend to weaken the ordinary motives to care and economy in the department enjoying the privilege, and it is probable that, in the hidden form of increase in the subsidy, the Government would by its continuance incur in one shape a much larger expense than it would save in another.

another. And lastly, it is contrary to the spirit of the report of the Committee appointed by your Lordships in 1853, and presided over by Lord Canning, to import into the packet contracts anything which does not strictly belong to the postal service.

Beyond requiring, therefore, that the Government shall have a prior claim to a given number of berths in each packet, and for the carriage of a given weight of stores (on paying the ordinary rates), which, on certain occasions, may be absolutely necessary for the public service, I do not think that any matter, extraneous to the postal service, should form part of packet contracts.

A strict adherence to the above rule would make it necessary to expunge several items now appearing in the 19th article of the forms of tender; but, as I believe, the Lords of the Admiralty attach value to them, and as these items do not constitute an important infringement of the rule, I waive any objection to them.

Before the advertisements for tenders can have been issued in this country, and as will be necessary also in India, and sufficient time have elapsed for tenders to be made, considered, and decided on, the interval before the expiration of the present contract (which even now would not be sufficient to admit of the building of new ships) will, I fear, so far at least as applies to the distant services, and as regards any company not already provided with suitable ships, be insufficient, although the company should resort to purchase. In order, therefore, to allow of effective competition, the forms of tender do not make it absolutely compulsory that the new services east of Suez should begin at the termination of the present contract, viz., on the 1st February 1868.

Should a good offer be received from a company requiring more time, the difficulty must be surmounted as far as possible by the best temporary arrangement that can be made.

The same plan was adopted when calling for the last tenders for the Australian service.

The circumstances, however, make it very desirable that the forms of tender should be issued with the least possible delay.

I have, &c.
(signed) *Montrose.*

— No. 19. —

The Under Secretary of State for *India* to the Secretary to the General Post Office.

Sir, India Office, 15 March 1867.

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Hill's letter of the 4th instant, forwarding for consideration draft tenders for the conveyance of Her Majesty's mails between Suez and Bombay, and Calcutta and Yokohama, and requesting the opinion of the Secretary of State whether the superintendence of the performance of the latter service should be in the hands of the Government of India or of Her Majesty's Post Office authorities.

In reply, I am directed to state, for the information of Her Majesty's Postmaster General, that the Secretary of State does not see any article in the tender requiring alteration, and that having in view the distance from England at which this service will be performed, he fully concurs in the opinion of the Duke of Montrose, that the due superintendence of the performance of the contract should be vested in the Government of India.

I am, &c.
(signed) *Herman Merivale.*

— No. 20. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for *India*.

Sir, General Post Office, London, 16 March 1867.

WITH reference to your letter of yesterday's date, conveying the approval of the Secretary of State for India in Council of the draft tenders submitted in my letter of the 4th instant, for the conveyance of Her Majesty's mails between Suez and Bombay, and between Calcutta and Yokohama, I am directed by the Postmaster General to transmit to you herewith for despatch to India a supply of copies of each of those forms of tender.

An additional paragraph has been inserted in the tender for the service between

tween Suez and Bombay, by the direction of the Lords Commissioners of the Treasury, with a view of allowing persons tendering to offer to undertake only one half of the service, that is, a service once in each alternate week, instead of once a week.

As stated in my letter of the 4th instant the blanks will require to be filled up in manuscript, according as the forms may be used by the India Office, by the Government of Bengal, or by the Government of Bombay.

I also forward some copies of the forms of tender applicable to the three mail services in the Mediterranean, and the service between Aden and Yokohama, (the contracts for which services will be entered into by the Postmaster General), together with some forms of advertisement inviting tenders for such services, and I am to request that these advertisements may be made public in India, in order that persons in India may have an opportunity of tendering for all the portions of the India and China mail service.

Of the forms of tender for the Bombay and Suez, and Calcutta and Yokohama services, I would suggest that one third be sent to Bombay, one third to Calcutta, and the remaining third should be retained at the India Office, for issue to persons in this country desirous of tendering. Of the other forms of tender sent herewith, one half should be sent to Bombay, and the other half to Calcutta.

The Postmaster General proposes that the 1st August next should be fixed as the day upon which tenders shall be received by the Governments of Bengal and Bombay, and the 16th September as the day up to which tenders may be sent to the India Office, for its services, and the Post Office for its services.

I am, &c.
(signed) *F. Hill.*

Enclosure 1, in No. 20.

TENDER for conveying Her Majesty's Mails between *Suez* and *Bombay*.*

Sir,

We hereby offer to convey Her Majesty's mails, by steam vessels, between Suez and Bombay, and on the conditions marked A., once each way in each week,† for the sum of £. per annum.

If the time allowed for the voyage be reduced to‡ hours, instead of 315 hours, and the time allowed for the voyage from Bombay to Suez during the prevalence of the south monsoon be reduced to‡ hours, instead of 411 hours, we shall then demand for the service £.‡ per annum.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable, when it is proved to the satisfaction of the Government of India, that the delay arose from causes beyond our control.

If the 15th condition be dispensed with at any time, we will agree to an abatement of £. per annum.

We will also agree to an abatement of £.‡ if, in lieu of Conditions 6, 8, 9, and 10, the Government of India have merely power to require the withdrawal, from the service, of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £.‡ , if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £. from the subsidy.

We propose as our sureties, in the penalty of 10,000 *l.*, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We

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* All tenders must be addressed to , with the words "Tender for the Conveyance of Mails between Suez and Bombay," in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form, and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, *in a separate letter*, to be forwarded with the tender, suggest for consideration, any alteration in the conditions or otherwise. The Secretary of State for India does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

‡ It is not compulsory to fill up these blanks.

We engage that the vessels shall be complete and ready for sea on the in failure of which we agree to pay to the Government of India the sum of ten pounds for every day's delay beyond that time. And should the 6th, 8th, 9th, and 10th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to the Government of India a like sum of ten pounds for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 10,000 *l.*

We agree to commence the service on the * ; and should such service not be commenced on such day, or on the first day thereafter which the Government of India may fix as the day of sailing, we agree to pay to the Government of India the sum of one hundred pounds for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 10,000 *l.*

And we agree to execute a contract for the performance of the said service, according to the said conditions marked A.

We are, &c.

(*Signature.*)

(*Address.*)

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* It is desirable that the service should commence on the 1st February 1868, but the parties tendering are at liberty to name a later day for the commencement, should they be unable to begin the service at the time named.

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Suez and Bombay by steam vessels; such vessels to call on the voyage, in both directions, at Aden.

2. The mails must be conveyed from Suez to Bombay and from Bombay to Suez, in 315 hours, exclusive of stoppages; except during the prevalence of the south-west monsoon, when 411 hours will be allowed for the voyage from Bombay to Suez. The duration of the stoppages to be fixed by the Government of India.

3. Under the term "Her Majesty's Mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the British or Indian Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Government of India to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Government of India, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Suez and Bombay within the time stipulated in the tender.

7. The contractors must further provide and keep in complete repair at Bombay a small steam vessel, to be approved of by the Government of India, and to be so constructed as to be able, at all times of tide, to land and embark the mails; but a necessity to use this steam vessel shall give no claim to any addition to the time allowed.

8. The Government of India to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

9. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers,

chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

10. The vessels to be subject at all times to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

11. The days and hours of departure and arrival at each port to be fixed by the Government of India, and to be subject to alteration by them, from time to time, on a notice to the contractors of three months. The Government of India also to have power, by an order to the commander, to delay the departure of any vessel from any port for a period not exceeding 24 hours.

12. On giving reasonable notice to the contractors, the Government of India to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or, failing that, by arbitration in the usual manner.

13. The contractors to provide, to the satisfaction of the Government of India, a separate and convenient place of deposit for the mails on board each vessel.

14. Should the Government of India require it, a room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Government of India, on board each vessel. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

15. Proper accommodation and mess to be provided for an officer of the Royal Navy in charge of the mails, and also, if required, for his servant. The Government of India to have power to substitute for the naval officer and his servant a civil officer of the Post-office, to take charge of the mails, and to be employed in sorting them, together with an assistant or servant. The naval or civil officers to be victualled and otherwise treated as chief cabin passengers, and their assistants and servants as fore-cabin passengers; and, whilst the packet stays at any port to or from which the mails are conveyed, all of them to be allowed to remain on board.

16. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

17. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Government of India as to the mode, time, and place of embarking and disembarking mails.

18. Should the Government of India at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual post-office declaration, and furnish such journal, returns, and other information, and perform such other services as the Government of India may from time to time require.

19. Except such letters as are not required by law to pass through the post-office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of the Government of India; and the whole postage of every mail shall, under all circumstances, be at their disposal.

20. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

21. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, four of the second class, with their wives and children, and 10 of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first

and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

22. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 21st condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Government of India and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

23. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

24. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

25. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

26. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

27. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Government of India, or their officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding ten tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Government of India and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

28. The Government of India to be authorised to delegate any of their powers to such persons as they may deem fit to exercise them.

29. The contractors to make any arrangements which may be required relative to quarantine.

30. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

31. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Government of India out of any moneys then payable, or which may thereafter become payable to the contractors; or, at their discretion, the payment thereof may be enforced, with full costs of suit.

32. The contract to continue in force until the expiration of a 24 calendar months' notice, to be given in writing at any time by either party.

33. Subject to deductions for penalties or otherwise, payments to be made quarterly at .

34. All notices which the Government of India, or any of their officers or agents, are authorized to give, either to be delivered to the commander of any vessel of the contractors, or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

35. The

35. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Government of India.

36. In case of the breach of the 35th condition, or in case of a great or habitual breach of the contract of any other kind, the Government of India to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

Enclosure 2, in No. 20.

TENDER for Conveying Her Majesty's Mails between *Calcutta* and *Yokohama*.*

Sir,

We hereby offer to convey Her Majesty's mails by steam vessels, between Calcutta and Yokohama in Japan, and on the conditions marked A, once each way in each alternate week, for the sum of £. per annum.

If the time allowed for the voyage be reduced to† hours, instead of 520 hours, and the time allowed for the voyage during the prevalence of the south-west and north-east monsoons be reduced to† hours, instead of 616 hours, we shall then demand for the service £.† per annum.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Government of India that the delay arose from causes beyond our control.

If the 14th condition be dispensed with at any time, we will then agree to an abatement of £. per annum.

We will also agree to an abatement of £.† if, in lieu of conditions 6, 7, 8, and 9, the Government of India have merely power to require the withdrawal, from the service, of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £.† , if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £. from the subsidy.

We propose as our sureties, in the penalty of 20,000 *l.* Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the in failure of which we agree to pay to the Government of India the sum of 10 *l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to the Government of India a like sum of 10 *l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 20,000 *l.*

We agree to commence the service on the ‡ ; and should such service not be commenced on such day, or on the first day thereafter which the Government of India may fix as the day of sailing, we agree to pay to the Government of India the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 20,000 *l.*

And we agree to execute a contract for the performance of the said service, according to the said conditions marked A.

We are, &c.

(*Signature.*)

(*Address.*)

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* All tenders must be addressed to , with the words "Tender for the conveyance of mails between Calcutta and Yokohama" in the left hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form, and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration any alteration in the conditions or otherwise. The Secretary of State for India does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† It is not compulsory to fill up these blanks.

‡ It is desirable that the service should commence on the 1st February 1868, but the parties tendering are at liberty to name a later day for the commencement, should they be unable to begin the service at the time named.

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Calcutta and Yokohama by steam vessels; such vessels to call on the voyage, in both directions, at Penang, Singapore, Hong Kong, Shanghai, and Nagasaki.

2. The mails must be conveyed from Calcutta to Yokohama and from Yokohama to Calcutta, in 520 hours, exclusive of stoppages; but during the prevalence of the north-east monsoon 616 hours will be allowed for the voyage from Calcutta to Yokohama, and during the prevalence of the south-west monsoon 616 hours will be allowed for the voyage from Yokohama to Calcutta. The duration of the stoppages to be fixed by the Government of India.

3. Under the term "Her Majesty's mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post-office service, which shall be sent by or to or from the British or Indian Post-office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Government of India to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Government of India, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Calcutta and Yokohama within the time stipulated in the tender.

7. The Government of India to have power to require that the vessels to be used for the purposes of the contract, shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post-office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessels to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Government of India, and to be subject to alteration by them, from time to time, on a notice to the contractors of three months. The Government of India also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Government of India to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Government of India, a separate and convenient place of deposit for the mails on board each vessel.

13. Should

13. Should the Government of India require it, a room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Government of India, on board each vessel. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

14. Proper accommodation and mess to be provided for an officer of the Royal Navy in charge of the mails, and also, if required, for his servant. The Government of India to have power to substitute for the naval officer and his servant a civil officer of the post office, to take charge of the mails, and to be employed in sorting them, together with an assistant or servant. The naval or civil officers to be victualled and otherwise treated as chief cabin passengers, and their assistants and servants as fore cabin passengers; and whilst the packet stays at any port to or from which the mails are conveyed, all of them to be allowed to remain on board.

15. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

16. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Government of India, as to the mode, time, and place of embarking and disembarking mails.

17. Should the Government of India at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them, and be responsible for their due receipt and delivery. The commander shall also make the usual post office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Government of India may, from time to time, require.

18. Except such letters as are not required by law to pass through the post office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of the Government of India; and the whole postage of every mail shall, under all circumstances, be at their disposal.

19. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

20. The contractors, when so required, to be bound to convey from any one port of departure or call to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants; four of the second class, with their wives and children; and 10 of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class, or that required by the regulations of Her Majesty's transport service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine, and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

21. The passage money for Government passengers, or their families, to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 20th condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Government of India and the Lords Commissioners of the Admiralty, to be immediately apprised of such alterations.

22. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the director of transport services immediately after the departure and arrival of each vessel.

23. Payments for passage money of Government passengers to be applied for by invoices, according to a form to be obtained from the office of the director of transport services, and to be made upon the production, to the director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third-class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second

class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

24. The passage money for the wives and families of commissioned and civil officers when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

25. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

26. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Government of India, or their officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Government of India and the Lords Commissioners of the Admiralty, of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

27. The Government of India to be authorised to delegate any of their powers to such persons as they may deem fit to exercise them.

28. The contractors to make any arrangements which may be required relative to quarantine.

29. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

30. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable, whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Government of India out of any moneys then payable, or which may thereafter become payable, to the contractors; or, at their discretion, the payment thereof may be enforced, with full costs of suit.

31. The contract to continue in force until the expiration of a 24 calendar months' notice to be given, in writing, at any time by either party.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at .

33. All notices which the Government of India, or any of their officers or agents, are authorised to give, either to be delivered to the commander of any vessel of the contractors, or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office, or last known place of business of the contractors.

34. The contractors not to assign, underlet or dispose of the contract, or any part thereof, without the consent, in writing, of the Government of India.

35. In case of the breach of the 34th condition, or in case of a great or habitual breach of the contract of any other kind, the Government of India to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 20,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

37. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

Enclosure 3, in No. 20.

TENDER for conveying HER MAJESTY'S MAILS between *Southampton* and *Alexandra* (*Egypt*).*

Sir,

WE hereby offer to convey Her Majesty's mails, by steam vessels, between Southampton and Alexandria in Egpyt, and on the conditions marked A., once each way in each week,† for the sum of £. per annum.

If the time allowed for the voyage be reduced to‡ hours, instead of 300 hours, we shall then demand for the service £.‡ per annum.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

We will also agree to an abatement of £.‡ if, in lieu of conditions 6, 7, 8, and 9, the Postmaster General have merely power to require the withdrawal from the service of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £.‡ , if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £. from the subsidy.

We propose as our sureties, in the penalty of £. 10,000 Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the ; in failure of which we agree to pay to Her Majesty the sum of ten pounds for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to Her Majesty a like sum of £. 10 for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of £. 10,000.

We agree to commence the service on the 1st February 1868; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed £. 5,000.

And we agree to execute a contract for the performance of the said service, according to the said conditions marked A.

We are, Sir,
Your obedient servants,

(*Signature.*)

(*Address.*)

The Secretary of the Post Office.

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the conveyance of Mails between Southampton and Alexandria" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form, and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest for consideration any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

‡ It is not compulsory to fill up these blanks.

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Southampton and Alexandria by steam vessels; such vessels to call on the voyage, in both directions, at Gibraltar and Malta.

2. The mails must be conveyed from Southampton to Alexandria and from Alexandria to Southampton in 300 hours, exclusive of stoppages, the duration of which shall be fixed by the Postmaster General.

3. Under the term "Her Majesty's Mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post-office service, which shall be sent by or to or from the Post-office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and

and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Southampton and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post-office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the Contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail room and the sorting room.

13. Proper accommodation and mess to be provided for an officer of the Post-office in charge of the mails, and to be employed in sorting them, together with an assistant. The officer to be victualled and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual Post-office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may from time to time require.

17. Except

17. Except such letters as are not required by law to pass through the Post-office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, four of the second class, with their wives and children, and 10 of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's transport service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine, and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

20. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th condition; and the freight of baggage according to Government scale, which is shown in the regulations of Her Majesty's transport service. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the director of transport services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the director of transport services, and to be made upon the production, to the director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding ten tons weight, or fifteen tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

 28. Except

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable, or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24-calendar-months' notice; to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

33. All notices which the Postmaster General, or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

Enclosure 4, in No. 20.

TENDER for conveying HER MAJESTY'S MAILS between *Marseilles* and *Alexandria* (*Egypt*).*

Sir,

WE hereby offer to convey Her Majesty's mails, by steam-vessels, between Marseilles in France, and Alexandria in Egypt, and on the conditions marked (A.), once each way in each week,† for the sum of £. per annum.

If the time allowed for the voyage be reduced to ‡ hours, instead of 144 hours, we shall then demand for the service £. ‡ per annum.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

We will also agree to an abatement of £. ‡, if, in lieu of conditions 6, 7, 8, and 9, the Postmaster General have merely power to require the withdrawal from the service of any vessel shown by experience to be unfit for its performance in the terms of the contract.

We

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Marseilles and Alexandria" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form, and in exact accordance therewith. Even, however, when this form is used, the parties tending may, in a separate letter, to be forwarded with the tender, suggest for consideration any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

‡ It is not compulsory to fill up these blanks.

We will further agree to an abatement of £. *, if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £. from the subsidy.

We propose, as our sureties, in the penalty of £. 5,000, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the ; in failure of which we agree to pay to Her Majesty the sum of £. 10 for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to Her Majesty a like sum of £. 10 for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of £. 5,000.

We agree to commence the service on the 1st February 1868; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of £. 100 for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed £. 5,000.

And we agree to execute a contract for the performance of the said service, according to the said conditions marked (A.)

We are, &c.

(*Signature.*)

(*Address.*)

The Secretary of the Post Office.

CONDITIONS,

Referred to as marked (A).

1. The contractors to convey, during the continuance of the contract, Her Majesty's Mails between Marseilles and Alexandria by steam-vessels.

2. The mails must be conveyed from Marseilles to Alexandria and from Alexandria to Marseilles in 144 hours.

3. Under the term "Her Majesty's Mails," are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed, or to that in which they may have originated; also, all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam-vessels of adequate power, and in all respects suited for the performance of the service between Marseilles and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers,

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* It is not compulsory to fill up these blanks.

chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the fourth condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail room and the sorting room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails and to be employed in sorting them, together with an assistant. The officer to be victualled and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and, whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage-money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat, of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors, and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them, and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may, from time to time, require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any Colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, two of the second class, with their wives and children, and four of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers

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to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

20. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production to the Director of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third-class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second-class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster-General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable, or which may thereafter become payable, to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice; to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors,

tractors, or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 5,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner, and a submission to arbitration may be made a rule of court.

Enclosure 5, in No 20.

TENDER for conveying HER MAJESTY'S MAILS between *Brindisi* and *Alexandria (Egypt)*. *

Sir,

WE hereby offer to convey Her Majesty's mails, by steam-vessels, between Brindisi in Italy, and Alexandria in Egypt, and on the conditions marked (A.), once each way in each week, † for the sum of £. per annum.

If the time allowed for the voyage be reduced to ‡ hours, instead of 83 hours, we shall then demand for the service £. ‡ per annum.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

We will also agree to an abatement of £. ‡ if, in lieu of conditions 6, 7, 8, and 9, the Postmaster General have merely power to require the withdrawal from the service of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £. ‡, if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £. from the subsidy.

We propose, as our sureties, in the penalty of £. 5,000, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the ; in failure of which we agree to pay to Her Majesty the sum of £. 10 for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to Her Majesty a like sum of £. 10 for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of £. 5,000.

We agree to commence the service on the 1st February 1868, and should such service not be commenced on such day, or on the first day thereafter, which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of £. 100 for

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Brindisi and Alexandria" in the left hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form, and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

‡ It is not compulsory to fill up these blanks.

for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed £. 5,000.

And we agree to execute a contract for the performance of the said service, according to the said conditions marked (A.)

We are, &c.

(*Signature.*)

(*Address.*)

The Secretary of the Post Office.

CONDITIONS,

Referred to as marked (A).

1. THE contractors to convey, during the continuance of the contract, Her Majesty's mails between Brindisi and Alexandria, by steam vessels.

2. The mails must be conveyed from Brindisi to Alexandria and from Alexandria to Brindisi, in 83 hours.

3. Under the term "Her Majesty's mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Brindisi and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able-seamen, and other men.

9. The vessels to be subject at all times to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th Condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and every thing which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails

to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or, failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails, and to be employed in sorting them, together with an assistant. The officer to be victualled and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage-money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may from time to time require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants; two of the second class, with their wives and children; and four of the third class: such passengers, with their families, to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class as that required by the regulations of Her Majesty's transport service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer; and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine, and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities) placed between decks.

20. The passage-money for Government passengers or their families to be the same as that chaged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th Condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices, according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the Director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women, and children) conveyed, with the ages and

and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated, or ascertained, or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable, or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice, to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorized to give, either to be delivered to the commander of any vessel of the contractors or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th Condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 5,000*l*. Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of Court.

Enclosure 6, in No. 20.

CONTRACTS for the Conveyance of the MEDITERRANEAN, EAST INDIA, CHINA and JAPAN MAILS.

General Post Office, March 1867.

HER MAJESTY'S Postmaster General hereby gives notice that on Monday, the 16th September next, at one o'clock, he shall be ready to receive tenders from such persons as may be willing to contract for the conveyance of Her Majesty's mails between Southampton and Alexandria, Marseilles and Alexandria, Brindisi and Alexandria (as an alternative route with that between Marseilles and Alexandria), and Aden and Yokohama.

No tender will be received after one o'clock on the day above mentioned.

Printed forms of tender may be obtained on application, personal or written, at the General Post Office.

Every tender must be addressed to the Secretary of the Post Office, and must bear in the left-hand corner of the envelope the words, "Tender for the Conveyance of Mails between and ."

By Command of the Postmaster General,
(signed) *John Tilley*, Secretary.

— No. 21. —

The Secretary of State for India in Council to the Governments of India and Bombay.

India Office, London, 16 March 1867.

Sir, (Nos. 18 and 13.)

1. HAVING considered in Council a proposal by Her Majesty's Postmaster General to issue tenders in India and England for a contract for the conveyance of Her Majesty's mails between Suez and Bombay, and between Calcutta and Yokohama, I transmit herewith forms of tenders to be issued to persons desirous of tendering for these services.

2. You will immediately, upon the receipt of this Despatch, issue advertisements in the accompanying form in the several local newspapers of the Presidency of Bengal. / your Presidency.

3. In order to insure uniformity of purpose, the 1st of August next should be fixed as the day on which tenders shall be received by your Government for these services; and they should be forwarded to the Secretary of State by the mail which leaves Calcutta / Bombay on the 10th / 9th of August, with the opinion of your Government as to the capabilities of the persons tendering to perform the services efficiently, in order that they may be received and adjudicated upon by the authorities in this country on the same day as tenders received from persons in England, viz., the 16th of September.

I have, &c.
(signed) *Stafford Northcote.*

— No. 22. —

The Under Secretary of State for India to the Secretary to the General Post Office.

Sir, India Office, 18 March 1867.

I AM directed by the Secretary of State for India in Council to return to you an amended form of advertisement for the contract for a tender for the conveyance of Her Majesty's mails between Calcutta and Yokohama, and between Suez and Bombay, and to request that the same may be made public at the same time as Her Majesty's Postmaster General publishes the advertisements in reference to the Mediterranean branch of the service of the India mails.

The

The advertisements and tenders referred to in your letter of the 16th instant have this day been forwarded to Calcutta and Bombay for publication in India, in accordance with the request contained in your letter.

I am, &c.
(signed) *Herman Merivale.*

Enclosure in No. 22.

CONTRACTS for the Conveyance of the MAILS between CALCUTTA and YOKOHAMA, and between SUEZ and BOMBAY.

India Office, 21 March 1867.

THE Secretary of State for India in Council hereby gives notice that on Monday, the 16th of September next, at one o'clock, he shall be ready to receive tenders from such persons as may be willing to contract for the conveyance of Her Majesty's mails between Calcutta and Yokohama (as an alternative route with that between Aden and Yokohama), and between Suez and Bombay.

No tender will be received after one o'clock on the day above mentioned.

Printed forms of tender may be obtained on application, personal or written, at the India Office.

Every tender must be addressed to the Under Secretary of State for India, and must bear in the left-hand corner of the envelope the words "Tender for the Conveyance of Mails between and ."

By command of the Secretary of State for India in Council.

Herman Merivale,
Under Secretary of State.

— No. 23. —

The Assistant to the Secretary, Public Department, to the Secretaries to the Governments of India and Bombay, India Office.

Sir, 18 March 1867.

I AM directed to request that the accompanying advertisements may be made public in Calcutta, and the corresponding tenders delivered to applicants, in order that persons in $\frac{\text{India}}{\text{Bombay}}$ may have an opportunity of tendering for all portions of the India and China mail service.

Yours, &c.
(signed) *Henry Deedes.*

— No. 24. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for India.

Sir, General Post Office, 21 March 1867.

IN reply to your letter of yesterday's date, I am directed by the Postmaster General to request that you will state to the Secretary of State for India that, in compliance with his request, the advertisement for tenders for the conveyance of the mails between Calcutta and Yokohama, and between Suez and Bombay, shall be made public, at the same time as the advertisement for tenders for the corresponding services which are to be performed under the superintendence of this department.

I am at the same time to request that all tenders received by the Governments of Bengal and Bombay respectively, for any of the services which will be contracted for by the Postmaster General, may be accompanied, when forwarded to this country, by the opinion of the authorities in India, as to the capabilities of the persons tendering to perform the services efficiently, if their tender be accepted.

I am, &c.
(signed) *F. Hill.*

— No. 25. —

The Secretary of State for India in Council to the Governments of India and Bombay.

India Office, London, 10 April 1867.

Sir, (Nos. 31 and 16.)

With reference to paragraph 3 of my Despatch of the 16th ultimo (No. 18—13,) I have to request that all tenders received by your Government for any of the mail services contracted for by Her Majesty's Postmaster General may, when forwarded to this country, be accompanied by the expression of your opinion as to the capabilities of the persons tendering to perform the service efficiently, if their tender be accepted.

I have, &c.
(signed) *Stafford Northcote.*

— No. 26. —

The Assistant Secretary to the General Post Office to the Under Secretary of State for India.

General Post Office, 15 June 1867.

With reference to my letter of the 16th March last, in which I forwarded to you some forms of advertisement inviting tenders for the Mediterranean, East India, China and Japan mail services, I am directed by the Postmaster General to request that you will state to the Secretary of State for India in Council that his Grace thinks it important that the public, both in the United Kingdom and in India, should be aware that they are at liberty to tender, not only for any one of the six several services advertised, but for a single packet per month on any one of the lines. And the Lords Commissioners of the Treasury having been pleased to concur in this view, a further advertisement has deen drawn up, which it is proposed should be issued jointly by the India Office and the Post Office.

I am to transmit herewith a proof of this advertisement, and to inform you that, if it meets with the approval of the Secretary of State for India, a number of copies shall be forwarded for transmission to India.

I am, &c.
(signed) *F. Hill.*

Enclosure in No. 26.

CONTRACTS for the Conveyance of the Mediterranean, East India, China, and Japan Mails.

Her Majesty's Secretary of State for India in Council and the Postmaster General hereby give further notice, that persons willing to contract for the conveyance of Her Majesty's Mails between—

1. Southampton and Alexandria,
2. Marseilles and Alexandria,
3. Brindisi and Alexandria (as an alternative route with that between Marseilles and Alexandria),
4. Suez and Bombay,
5. Aden and Yokohama, or
6. Calcutta and Yokohama (as an alternative route with that between Aden and Yokohama),

may tender, not only for any one of these services, or for two or more of them in combination, but for a single packet per month; as, for example, for a packet once each month of four weeks between Suez and Bombay, or for a packet once in every like period between Aden and Yokohama.

No tender will be received after one o'clock on Monday, the 16th of September next.

Printed

Printed forms of tender may be obtained on application, personal or written, at the India Office or the General Post Office.

Herman Merivale,
Under Secretary of State.

June, 1867.

John Tilley,
Secretary to the Post Office.

— No. 27. —

The Under Secretary of State for India to the Assistant Secretary to the Post Office.

India Office, 18 June 1867.

I AM directed by the Secretary of State for India to acknowledge the receipt of your letter of the 15th instant, transmitting an amended form of advertisement which it is proposed by the Postmaster General to issue, inviting tenders for the Mediterranean, East India, China, and Japan mail services. In reply, I am to request that you will acquaint the Duke of Montrose that Sir Stafford Northcote concurs in the proposed alteration of the form of advertisement.

I am, &c.
(signed) *Herman Merivale.*

MAIL SERVICES (INDIA AND AUSTRALIA).

COPIES of further CORRESPONDENCE relative to the Proposed WEEKLY MAIL between the United Kingdom and *Bombay* (in continuation of Paper No. 9, of Appendix No. 1, to the Report of the Select Committee (1866) on East India Communications); of Instructionsto the Government of *India* as to the Receipt of TENDERS in *India*, in relation to the said Service; &c.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*, 28 *June* 1867.

405.

Under 4 *oz.*

MAIL SERVICES (INDIA AND AUSTRALIA).

RETURN to an Address of the Honourable The House of Commons, dated 4 June 1867;—*for*,

"COPIES of any further CORRESPONDENCE relative to the proposed WEEKLY MAIL between the United Kingdom and *Bombay* (in continuation of Correspondence contained in Paper, No. 9, of Appendix, No. 1, to the Report of the Select Committee (1866) on East India Communications):"

"Of any INSTRUCTIONS to the Government of *India* as to the Receipt of TENDERS in *India* in relation to the said service:"

"And, of any CORRESPONDENCE with the Australian Governments relative to the MAIL SERVICES with those Colonies."

(So far as relates to the AUSTRALIAN COLONIES.)

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*, 28 *June* 1867.

LIST OF PAPERS.

— I. —

CIRCULARS TO THE GOVERNORS OF THE AUSTRALIAN COLONIES AND NEW ZEALAND.

	Page.
No. 1.—22 September 1866	3
No. 2.—20 November 1866	7

— II. —

DESPATCHES FROM THE GOVERNORS.

New South Wales.	
No. 3.—25 March 1867, No. 32	8
No. 4.—22 April 1867, No. 39	8
Victoria.	
No. 5.—26 November 1866, No. 32	12
No. 6.—25 March 1867, No. 52	13
No. 7.—27 April 1867, No 66	14
South Australia.	
No. 8.—28 November 1866, No. 56	17
No. 9.—26 March 1867, No. 15	18
No. 10.—26 April 1867, No. 20	19
Queensland.	
No. 11.—2 December 1866, No. 66	20
No. 12.—18 April 1867, No. 17	21
Western Australia.	
No. 13.—19 December 1866, No. 215	22
Tasmania.	
No. 14.—24 December 1866, No. 35	23
No. 15.—13 April 1867, No. 28	23
New Zealand.	
No. 16.—11 January 1867, No. 5	24
No. 17.—26 April 1867, No. 41	25

— I. —

Circulars to the Governors of the Australian Colonies and New Zealand.

— No. 1. —

No. 1.
Circular.
22 Sept. 1866.

CIRCULAR to the Governors of the Australian Colonies, including New Zealand.

Sir, 22 September 1866.

I HAVE the honour to transmit to you a copy of a letter from the Board of Treasury, enclosing a Minute of their Lordships upon the subject of the postal communications between this country and the East Indies, China, Japan, and the Australian Colonies.

I also annex a copy of the *Report referred to by their Lordships from the Select Committee on East India Communications, which has been laid before Parliament, and of the † Report addressed to the Postmaster General by Captain Tyler, R. E., of his recent inspection of the railways and ports of Italy, with reference to the use of the Italian route for the conveyance of the eastern mails.

* *Vide* House of Commons Paper, No. 428, of 1866.

† *Vide* House of Commons Paper. No. 466, of 1866

I request that you will lay these papers before your responsible advisers, in order that they may make known their wishes and views on the several questions raised in their Lordships' Minute, so far as they affect the arrangements to be made for the conduct and maintenance of the postal service between this country and the Australian Colonies.

I have, &c.
(signed) *Carnarvon.*

Enclosure in No. 1.

Encl. in No. 1.

Sir, Treasury Chambers, 6 September 1866.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for the information of the Earl of Carnarvon, copy of a Minute of their Lordships, dated 4th instant, upon the subject of the postal communications between this country and the East Indies, China, Japan, and the Australian Colonies, and I am to request that you will move his Lordship to cause the communications therein suggested to be made to the Governments of the several Colonies adverted to therein.

I am, &c.
(signed) *George Ward Hunt.*

Sir F. Rogers, Bart.
&c. &c. &c.

COPY of Treasury Minute, dated 4th September 1866.

MY Lords have before them the Report of the Select Committee of the House of Commons, appointed during the last Session of Parliament "to inquire into the practical working of the present system of Telegraphic and Postal Communication between this country and the East Indies, and who are instructed to extend their inquiry to China, Japan, Australia, and Mauritius;" and also a Report from the Postmaster General, dated 9th August (made in pursuance of directions contained in their Minute of the 2nd August), on the whole subject of the postal communication between this country and the East Indies, China, Japan, and the Australian Colonies.

The following are the services by which at the present time the postal communication between this country and the East Indies, China, Japan, the Australian Colonies, and Mauritius is maintained.

They consist, firstly, of four services per calendar month between this country and Alexandria, *viâ* Marseilles, with four corresponding services *viâ* Southampton.

2ndly. Of four services through Egypt, in connection with the foregoing, between Alexandria and Suez.

3rdly. Of two services per calendar month between Suez and Bombay.

4thly. Of two services per calendar month between Suez and Galle, within each case a packet between Galle and Calcutta, and another between Bombay and Galle, and onwards to China and Japan.

5thly. Of one service per calendar month between Galle and Sydney (touching at King George's Sound and Melbourne, and with branches to South Australia, Tasmania, Queensland, and New Zealand); and,

6thly. Of one service per calendar month (maintained at the sole expense of the Mauritius Government) between Galle and Port Louis.

Except the branches in Australia and the packet between Galle and Mauritius, the above services, so far as they are sea services, are performed by the Peninsular and Oriental Steam Navigation Company, and at the following annual cost:

	£.
Services to India and China, and so much of the Australian service as lies between this country and Galle - - -	230,125
Australian service between Galle and Sydney - - - -	119,500
£.	349,625

To this sum must be added 19,550 *l.* for the branches in Australia; 12,000 *l.* for conveyance through Egypt; and 14,765 *l.* for miscellaneous expenses; but nothing at present for the service between China and Japan, that service having hitherto been performed by the Peninsular and Oriental Company gratuitously.

It thus appears that exclusively of the expense of conveying a portion of the mails between Dover and Calais, and through France (for the latter of which an additional charge is made in the rate of postage), and exclusively of the expense of the Inland service at each end, the present cost of the conveyance of the Indian, China, and Australian Mails, and of the Mauritius Mails (between this country and Galle), is nearly 396,000 *l.* per annum.

If from this sum be deducted the estimated amount of sea postage (about 236,000 *l.* per annum), it will be seen that the services in question are attended with an annual loss of about 160,000 *l.*, of which it may be roughly said one-half is borne by India and the different Colonies concerned, and the other half by the mother country.

With the exception of Australia, the contracts under which the services are performed are terminable at any time, on one year's notice; and on a notice of two years, the Australian contract may also be terminated.

The postage on letters, *viâ* Southampton, between India and this country, and Australia and this country, is 6 *d.* the half-ounce letter; and it has, with a view of diminishing the great loss before referred to, occasioned by the expense of the packet service, been proposed at different times to the Government of India, and to those of the Australian Colonies, to double the postage on letters, but those Governments have hitherto, with the exception of New South Wales, declined to accede to the proposals made.

My Lords now proceed to consider the recommendation of the Select Committee with regard to the establishment of a weekly communication with India, *viâ* Bombay, and the discontinuance thereupon of the separate postal service between this country and Madras and Calcutta.

Adverting to the facilities which will be afforded by the early completion of the main lines of railway communication between the port of Bombay, and Calcutta, Madras, the North Western Provinces, and the Punjaub, my Lords entirely concur in opinion with the Select Committee that Bombay should be the port of arrival and departure of the mails to and from India, and that the time has arrived for the establishment of a weekly service to and from that country; and they will, on learning from the Secretary of State for India in Council that his Lordship concurs in these views, take the necessary steps for carrying them into effect.

Before, however, a final decision is arrived at, it may be well to consider whether, with a view of obtaining the best route through Europe towards Alexandria and Suez, and thereby expediting the conveyance of the mails between this country and India, it may not be advisable to substitute the port of Brindisi, in the south of Italy, for the port of Marseilles, from which port the mail *viâ* France is now sent.

Dated 9th July, 1866.

It appears from the able report of Captain Tyler, of the Royal Engineers, to the Postmaster General, which my Lords have perused with much interest, that if the Brindisi route were made use of instead of that by Marseilles, there would be a saving in the time occupied in the conveyance of the mails between this country and Alexandria of 35½ hours previous to the construction of the Mount Cenis Summet Railway, of 39½ hours after the construction of that railway, and 42½ hours after the completion of the permanent tunnel line from St. Michael to Susa.

The great saving of time thus effected, affords, in the opinion of my Lords, a conclusive reason for the adoption of the port of Brindisi as the port of communication with Alexandria instead of Marseilles; the more so, as it appears that the Italian Government are willing and anxious to make every necessary arrangement for facilitating the conveyance of the British mails through Italy.

It will be therefore necessary to give notice to the Peninsular and Oriental Steam Navigation Company of the intention of the Government to put an end to the contracts at present existing for the conveyance four times a month of the mails between Southampton and Alexandria and Marseilles and Alexandria, and to call for tenders for a weekly service between Southampton and Alexandria, and Brindisi and Alexandria. It will also be necessary to give notice for the discontinuance of the two services per calendar month between Suez and Bombay, and of the two services per calendar month between Suez and Galle within each case, the packet between Galle and Calcutta, and the other packet between Bombay and Galle, and from thence to China.

With regard to the conveyance of mails to China and Japan, my Lords are of opinion that the service to be constituted for the conveyance of the Indian mails, should be made use of as far as Aden; and with this view it will be necessary, instead of the mails for these countries being despatched twice a month, as at present, that the service should be converted into one, once every fortnight, and tenders will therefore have to be called for a fortnightly service between Aden and Japan, touching at Galle, Penang, Singapore, Hong Kong, and Shanghai. The parties tendering to state for what additional subsidy they would be willing to continue the service from Aden to Suez.

As respects the time to be allowed in each instance for the performance of the new service, the Postmaster General proposes to act on the plan which has for some time been in use, viz., to ascertain what would be the charge, both at the present rate of sailing and at a higher rate, so as to enable this Board to decide whether or not the increased speed would warrant the increased expense, my Lords, adverting to the recommendation of the Select Committee, "that the time table should be based on a prescribed speed of not less than 11 nautical miles per hour on the voyage between Marseilles and Alexandria, and 10 miles per hour between Suez and Bombay; but that the tenders be required to state also terms in each case for higher rates of speed, of not less than one additional half-mile per hour," are of opinion that the proposed course of proceeding by the Duke of Montrose should be adopted.

As it is probable that the expense of the proposed weekly service to and from Bombay, and the fortnightly service to and from China and Japan, will considerably exceed the amount of the postage which will be received on the correspondence forwarded by these services, it is necessary that some arrangement should be made as to how the excess in these cases is to be met.

With regard to the India service, there can be no question but that, as at present, it should be made good in equal proportions by the Indian and Home Governments; but with respect to the China service, adverting to the opinion expressed by the Select Committee, that "the arrangements under which India now defrays a moiety of the net cost of the China service, after deducting the postal receipts, will not, under the proposed arrangements, be equitable as regards that Government, and should be modified;" it is necessary to consider what modification it will be expedient to make. The contract packet from Bombay to Galle, and thence on to China, by which line my Lords presume the correspondence between India and China has been hitherto conveyed, being about to be discontinued, it appears to my Lords that it will be necessary for the India Government itself to provide fortnightly the means of conveying the correspondence between India and China, at any rate as far as Singapore, in which case the only claim which could fairly be made on the Indian Government, on account of the China mail service, would be for the conveyance of its correspondence between Singapore and China and Japan by the contract packet from Point de Galle.

It is reasonable to expect that great expense will be imposed by these services on the British and Indian Exchequer; and my Lords propose to reserve for future consideration whether it would be expedient to reduce such expense by raising the postage of letters between this country and India; and they propose, in the meantime, to call the attention of the Secretary of State for India to this question.

The large and important island of Ceylon has hitherto not contributed towards the loss incurred by the packet service by which its correspondence with this country has been conveyed. My Lords are of opinion that the time has now arrived when it may fairly be called upon to contribute towards the loss in question, in proportion to its correspondence; at any rate, so long as the postage on letters to and from Ceylon continues at the moderate rate of 6 *d.* the half-ounce letter; and my Lords would be glad if the Secretary of State for the Colonies will make an intimation to this effect to the Government of that island.

With respect to the postal communication, *viâ* Suez, with the Australian Colonies, it is at present a monthly service, the mails being despatched to Alexandria on the 20th of each month *viâ* Southampton, and on the 26th *viâ* Marseilles. From Suez the mails are conveyed as far as Point de Galle by the Calcutta packet corresponding with that leaving Southampton on the 20th of the month, and from Point de Galle they are carried by vessels of the Peninsular and Oriental Company, under a contract recently entered into with that Company, but which is terminable on a notice of 24 months being given by either party.

Various complaints having reached this Board from the Australian Colonies, of the manner in which the Peninsular and Oriental Steam Navigation Company have hitherto carried on the service, and the Colony of New South Wales having gone so far as to give notice of their intention to withdraw from their share in the contract, it appears to my Lords (although they do not think there are sufficient grounds for these complaints, and 13,567/66.

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are of opinion that, on the whole, the service has been well performed) that it would be advisable also to serve notice on the Company that, at the termination of 24 months, the present contract for the conveyance of the mails between Point de Galle and Sydney will be discontinued.

As the mails to India will hereafter be carried weekly instead of four times a-month, and those to China fortnightly instead of twice a-month, it will be necessary, unless a service expressly for the conveyance of the Australian mails between this country and Alexandria, and Brindisi and Alexandria, is provided, that the Australian mail service should also be altered from a service once a-month to a service once every four weeks, so as to render the packets conveying the India and China mails to Alexandria and the China mails to Point de Galle available for the conveyance of the Australian mails as far as Point de Galle. It is true that it might be possible to make use of the vessels of the *Messageries Imperiales*, which are under contract with the French Government for the conveyance of mails monthly between France and China, for the carriage of the Australian mails as far as Point de Galle; but my Lords are given to understand that the expense of making use of these vessels would amount to very considerably more than the extra expense which would be incurred by the conversion of the service to those Colonies from a monthly to a service once every four weeks.

Note.—By the terms of the present contract with the Peninsular and Oriental Steam Navigation Company, they are bound to provide a communication once every four weeks for an additional subsidy of 10,000*l.* a year.

It now becomes necessary to consider in what manner the service between Point de Galle and the Australian Colonies is to be provided for, on the discontinuance of the present contract with the Peninsular and Oriental Steam Navigation Company. My Lords would be glad if the Australian Colonies would themselves, in combination, undertake to provide this service, in which case they would, as at present, be prepared, on behalf of the Imperial Government, to defray one-half of the reasonable cost of such service; and they would suggest that the Secretary of State for the Colonies should communicate with the different Colonial Governments, with a view to such an arrangement being carried out. If, however, the several Colonial Governments should find it impossible to come to a common understanding on the subject, and to adopt a practicable arrangement, the Home Government will not refuse to undertake to make the necessary contract for providing the service between Point de Galle and Sydney; it must be, however, on the distinct understanding that they shall agree, each and all, to whatever arrangements the Home Government may consider most conducive to the interests of the mother country and of the Colonies collectively. My Lords, however, would much prefer that the Colonies themselves should, in combination, make the contract or contracts for the service in question.

As regards the services between this country and the Mauritius, my Lords regret that the future fortnightly service to Galle will not work in altogether with the monthly service which the Colonial Government has organised between Mauritius and Galle.

My Lords, however, trust that the Colonial authorities will be able to make arrangements which will obviate this inconvenience.

It now remains merely to recapitulate the steps which will require to be taken.

First. Notice will have to be given to the Peninsular and Oriental Steam Navigation Company of the intention of Her Majesty's Government to put an end, at the proper periods, to all the contracts they have with that Company for the conveyance of the mails, both on this side and on the other side of the Isthmus of Suez; and—

Secondly. Tenders will have to be called for the several services adverted to in this Minute; such services being divided into five parts (parties tendering to be at liberty to tender for any one or more of such services); viz.

1st. A weekly service between Brindisi and Alexandria.

2nd. A weekly service between Southampton and Alexandria.

3rd. A weekly service between Suez and Bombay.

4th. A fortnightly service between Aden and Japan, touching at Galle, Penang, Singapore, Hong Kong, and Shanghai. The parties tendering for this service to state for what additional subsidy they will be prepared to extend the service to Suez.

5th. A service, as at present, from Galle to Sydney, with a provision that the contract for this service may be accepted either by the Home Government or the Colonies.

Adverting to the opinion expressed by the Select Committee, "that in consideration of the outlay which must necessarily be incurred in the construction of new vessels, or adapting those now employed for the efficient performance of the future service to India, it is expedient that the new contracts shall be for a term of years certain, subject to a subsequent notice of two years on either side." My Lords would propose that so far as respects the first four services above adverted to, the tenders should be for a term of six years certain, and thenceforth subject to a notice of two years at the end of the first four or any subsequent year.

As regards the 5th service, however, viz., that between Galle and Sydney, although the necessary 24 months' notice should immediately be given to the Peninsular and Oriental Steam Navigation Company for the discontinuance of the present contract, it appears to my Lords that it would be inexpedient to call at once for tenders for a new service, or to fix a period for such service, until they have before them the views of the respective Colonies on this subject, which my Lords trust the Earl of Carnarvon will take the earliest opportunity of eliciting.

— No. 2. —

No. 2.
Circular,
20 Nov. 1866.

CIRCULAR to the Governors of the Australian Colonies, including *New Zealand.*

Sir, 20 November 1866.

WITH reference to my Circular Despatch of the 22nd September last, I have the honour to transmit to you, for your information, the accompanying copy of a further letter from the Board of Treasury respecting the postal communications between this country and the East Indies, China, Japan, and the Australian Colonies.

I have, &c.
(signed) *Carnarvon.*

Enclosure in No. 2.

Sir, Treasury Chambers, 14 November 1866. Encl. in No. 2.

WITH reference to the Minute of this Board, dated 4th September last, upon the subject of the postal communications between this country and the East Indies, China, Japan, and the Australian Colonies, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Earl of Carnarvon, that, after communication with the Postmaster General, my Lords have authorised his Grace to defer giving the notices to the Peninsular and Oriental Company for the termination of their contracts until the result of the communication is known, which his Grace will at once open with the Italian Government through the Foreign Office, as to the establishment of the proposed new route *viâ* Brindisi.

I am, however, to add that they have reason to believe that the statements contained in Captain Tyler's report will meet with the cordial adherence of that Government.

As regards the Australian service, I am to state that my Lords have also authorised the postponement of the notice for the cessation of the service between Galle and Sydney until the replies shall have been received from the Colonies to their Lordships' recent Minute, in order that the notice may be given simultaneously with the invitation for tenders for the new service, thereby affording to the competing contractors more time for maturing their arrangements than they would otherwise have if the notice were given at once, and the invitation for tenders delayed as was at first contemplated.

I am, &c.
(signed) *George Ward Hunt.*

Sir F. Rogers, Bart.,
&c. &c. &c.

— II. —

Despatches from the Governor.

NEW SOUTH WALES.

— No. 3. —

No. 3.

Governor the Right Hon. Sir J. Young, Bart., to the Right Hon. the Earl of Carnarvon.

25 March 1867.

(No. 32.)

COPY of a DESPATCH from Governor the Right Honourable Sir *J. Young*, Bart., to the Right Honourable the Earl of *Carnarvon*.

Government House, Sydney,
25 March 1867.
(Received 13th May 1867.)

My Lord,

THE enclosed papers* only reached me yesterday after the departure of the mail steamer "Geelong."

2. I forward them by the supplementary mail which leaves to-night in the hope of overtaking the "Geelong" at Melbourne, and putting you in possession as soon as possible of the results of the Inter-Colonial Postal Conference.

3. The petition to Her Majesty the Queen, and the other papers, will be duly submitted in an authentic manner next mail, so soon as they have gone through the proper steps and been formally recommended by the Executive Council.

4. In the meantime I transmit for your Lordship's earlier information the copies which have been furnished for my perusal by the Colonial Secretary.

I have, &c.
(signed) *John Young*.

— No. 4. —

No. 4.

Governor the Right Hon. Sir J. Young, Bart., to the Right Hon. the Earl of Carnarvon.

22 April 1867.

(No. 39.)

COPY of a DESPATCH from Governor the Right Honourable Sir *J. Young*, Bart., to the Right Honourable the Earl of *Carnarvon*.

Government House, Sydney,
22 April 1867.
(Received 20th June 1867.)

My Lord,

I HAVE the honour to transmit for presentation to Her Most Gracious Majesty the humble Memorial of the Representatives of the six Colonies of Victoria, New South Wales, New Zealand, South Australia, Queensland, and Tasmania.

2. Along with the Memorial are forwarded for your information copies of the proceedings of the Conference and of the notices and papers submitted to it.†

† *See* note (*) *below*.

3. In further elucidation and enforcement of the results arrived at by the Conference, I send, at the instance of my responsible advisers, first, a Minute adopted by the Executive Council of this Colony; secondly, a series of references to former correspondence

* The papers transmitted in this Despatch are three printed Papers, viz.:

(1.) "Memorial of the Representatives of the six Colonies of Victoria, New South Wales, New Zealand, South Australia, Queensland, and Tasmania, to Her Majesty the Queen."
(2.) "Proceedings of the Representatives of the six Colonies."
(3.) "Notices and Papers submitted by the Representatives of the six Colonies."

and being of considerable bulk are not reprinted, but copies have been deposited in the Library of the House of Commons.

correspondence drawn up by the Postmaster General as to the promise on the part of the Imperial Government to support the Panama Mail Service; third, printed copies of the correspondence to which the references apply.

4. The subject of postal communication is viewed with lively interest in this Colony, and the fact that the delegates were able after discussion to reconcile the wishes and interests of the various Colonies they represented, and to agree in the proposals to be made to the Imperial Government is generally considered matter for congratulation and of happy augury for the future.

5. I trust, therefore, that the scheme proposed will meet full and favourable consideration as a whole, and venture accordingly to recommend it very earnestly to your good offices.

I have, &c.
(signed) *John Young.*

Enclosure in No. 4.

MEMORIAL of the Representatives of the Six Colonies of *Victoria*, *New South Wales*, *New Zealand*, *South Australia*, *Queensland*, and *Tasmania*, to Her Majesty the Queen. Encl. in No. 4.

TO THE QUEEN'S MOST EXCELLENT MAJESTY:

May it Please your Majesty,

The Memorial of the Undersigned most humbly and dutifully sheweth:

That the six Colonies of Victoria, New South Wales, New Zealand, South Australia, Queensland, and Tasmania, by the duly accredited Representatives of their respective Governments, assembled in Conference in the City of Melbourne, approach your Majesty with feelings of profound loyalty and attachment to your Majesty's throne and person.

Your Majesty's Colonial Governments have had under their consideration a Despatch from the Right honourable the Earl of Carnarvon, one of your Majesty's Principal Secretaries of State, enclosing a Treasury Minute of 4th September 1866, in which they are urgently invited, in combination, to provide for the Steam Postal Service between Point de Galle and Australia, the Imperial Government engaging to pay one-half of the necessary subsidy. Your Majesty's Australasian dependencies are prepared to respond to an invitation so appreciative of their ability to direct their own affairs; but they feel it incumbent on them to represent to your Majesty that a single branch service connecting them with the Ocean Postal system in India and China is no longer adequate to their wants, or sufficient to meet the demands of British interests. The rapid progress of these Colonies in population and in all the elements of national wealth, and the widely differing conditions that control their progress, not only render increased facilities of intercourse with the United Kingdom a necessity for the group, but also render it impossible to give equal advantages to all, or to avoid inflicting injustice on some, by any one service. While the productive capabilities and the commerce of the associated Colonies have attained a magnitude which, it is humbly submitted, entitles them to a foremost place in the consideration of Great Britain, their geographical extent imposes upon them deprivations and hardships which can only be alleviated by new and various means of communication with the rest of the world. The farther the settlement of population advances the greater becomes the difficulty. Thus, the enterprise of the colonists in extending the bounds of the Empire, and spreading the lustre of your Majesty's name, entails upon them the penalty of their more certain exclusion from British intelligence. In the early years of Australian colonisation this virtual banishment was a condition of life to be faced and endured as inevitable: but the Colonies of the present day, as fields of production and as markets of consumption for the national manufactures, have advanced to a position which makes their intimate connexion not less important to the United Kingdom than to themselves.

The imports into the six Colonies during the year 1865, as valued at the different ports of arrival, amounted to 35,000,000*l.* sterling; and although the estimate includes the intercolonial trade carried on by your Majesty's Australasian subjects, and the imports from foreign countries, by far the greater part of this sea-borne commerce assists in sustaining the manufacturing power of the United Kingdom. Their exports (consisting

 principally

principally of gold and wool) for the same period, amounted to more than 30,000,000 *l.* The following are the returns for the several Colonies:

	Imports.	Exports.
	£.	£.
Victoria	13,257,537	13,150,748
New South Wales	9,928,595	8,191,170
New Zealand	5,594,977	3,713,218
South Australia	2,927,596	3,129,846
Queensland	2,505,559	1,153,464
Tasmania	762,375	880,965
£.	34,976,639	30,219,411

Within the last 16 years the two Colonies of Victoria and New South Wales have produced a supply of gold amounting in value to 150,000,000 *l.* sterling, five-sixths of which has been the produce of Victoria alone. The Colony of New South Wales has raised from the earth 4,617,100 tons of coal, valued at 2,742,224 *l.*; and her coal fields, north and south of the port of Sydney, may be said to be inexhaustible. The Colonies of New Zealand and South Australia are eminently favoured in the rich variety of their resources. New Zealand has risen within the last few years to an important position as a producer of gold and wool. In 10 years the Colony of South Australia has exported copper of the value of 4,751,638 *l.*, while the produce of her corn fields is unsurpassed by other countries. The Colony of Queensland, in addition to her pastoral and mineral wealth, has established by successful experiment her capability of growing both cotton and sugar. Nor are the resources of Tasmania unimportant to the British Empire. Her wool, grain, and timber, with the oil of her whale fisheries, form a valuable part of Australian exports. In the year 1865, the exports of the associated Colonies, in five articles of production, which are selected for their conspicuous value to the world, amounted to more than 21,000,000 *l.* sterling. The results are given from the latest official returns:

	Wool.	Gold.	Coal.	Copper Ore.	Grain of all kinds.
	£.	£.	£.	£.	£.
Victoria	3,315,109	6,190,317	—	—	—
New South Wales	1,624,114	2,647,668	274,303	—	—
New Zealand	1,141,761	2,226,474	—	—	—
South Australia	964,397	- -	- -	618,472	1,228,480
Queensland	885,299	101,352	—	—	—
Tasmania	381,625	- -	- -	- -	107,268
£.	8,312,305	11,165,811	274,303	618,472	1,335,748

If the position of the six associated Colonies be tested by the number of the shipping visiting their various ports, its importance to Great Britain will be equally manifest. The shipping returns of 1865 for the Australasian Colonies give an aggregate of arrivals amounting to 1,969,091 tons, and 2,018,224 tons as the aggregate of departures. The following table will show the distribution of this tonnage amongst the six Colonies:—

	Inwards.	Outwards.
	Tons.	*Tons.*
Victoria	580,973	599,351
New South Wales	635,888	690,294
New Zealand	295,625	283,020
South Australia	183,102	174,188
Queensland	173,227	167,153
Tasmania	100,276	104,218
	1,969,091	2,018,224

The

The present number of those animals most useful to man, as compared with the number only 42 years ago, will exhibit alike the progress and the internal wealth of the Colonies. In the year 1825 there were in all Australia, 6,142 horses, 134,519 head of horned cattle, and 237,622 sheep. In 1865 the returns for the Australian Colonies alone were as follows:—

	Horses.	Horned Cattle.	Sheep.
Victoria - - - - - - - -	121,051	621,337	8,835,380
New South Wales - - - - - -	282,587	1,961,905	8,132,511
South Australia - - - - - -	73,993	158,057	3,779,308
Queensland - - - - - - -	51,091	887,856	6,810,005
Tasmania - - - - - - -	22,152	90,020	1,736,540
	550,874	3,719,175	29,293,744

The number of your Majesty's loyal subjects in Australasia is fast approaching an aggregate of two millions, and the evidences of their successful industry and enterprise which are here recorded, though necessarily brief and imperfect, will not fail to ensure for them your Majesty's gracious consideration. The interests of commerce are strong in uniting the Colonies to the parent country, but stronger still is the glory of an advancing civilization which belongs to the remotest British dependency as part of a great nation under your Majesty's beneficent reign. Nor will your Majesty be insensible to those claims of the poorest of your subjects which grow out of affections that cannot be severed with separated households. The parent in England and the child in Australia, actually as well as figuratively, feel the need of a closer and more constant intimacy.

The four continental Colonies of South Australia, Victoria, New South Wales, and Queensland, occupy a seaboard of not less than 3,000 miles, with points of settlement and traffic throughout its extent; and the islands of New Zealand are 1,000 miles distant from the Australian coast. The letters brought by the way of Cape Leeuin by a mail steamer calling at any port in the Colony of South Australia, could not be forwarded from that point by any practicable means of communication to your Majesty's subjects at the northern ports of Queensland under 12 or 14 days, or to the ports of New Zealand under nine. A steamer arriving by the Torres Straits route would afford still less satisfaction, as the most populous Colonies would be the last to receive their letters. The means of communication with many important settlements in the interior of Australia is only by a journey of several days, and cannot, on account of cost, be more frequent than once or twice a week. It will thus be seen that any single monthly line of steamers would leave large numbers of your Majesty's subjects unable to reply to their correspondence by the return mails, and that any two or more lines by the same route would fail in affording general satisfaction.

The representatives of the several Colonies assembled in conference, after careful and anxious consideration of the whole subject, on behalf of their respective Governments, approach your Majesty, and humbly and dutifully represent that, in order to meet the demands of the large and growing commerce of these Colonies, and to serve in a satisfactory manner the complicated interests that connect them with the United Kingdom, it has now become necessary to maintain three Ocean Postal Services; one by way of King George's Sound, one by way of Torres Straits, and one by way of New Zealand and Panama. The last two of these routes have been opened successfully by the enterprise of your Majesty's subjects in Australia and New Zealand; and their advantages to the Colonies most nearly affected by them are too apparent to be relinquished.

The associated Colonies, by their representatives in conference, have agreed to contribute annually a moiety not exceeding 200,000 *l.* of the entire cost of maintaining these three lines of postal communication, and they are prepared to act in combination in contracting for the necessary services to open and maintain these routes in connection with your Majesty's contract services to India and China and to the West Indies. They humbly pray that your Majesty may be advised to take such steps as may be expedient, by terminating or re-adjusting present contracts, or calling for fresh tenders for the performance of the main services, to establish the proposed United Australasian Postal System without drawing upon the limited resources of the Colonies beyond the large sum which they cheerfully undertake to pay.

Your Memorialists humbly urge the claims of the great Colonies they represent to the favourable consideration of your most gracious Majesty, and they trust that a project so closely in harmony with the spirit of British enterprise, so essential for the development of British trade, so calculated in its effects to promote the welfare of your Majesty's loyal subjects

subjects in Australasia, and one in which the whole of the Colonies are acting in union, may receive your Majesty's royal favour and support.

And your Majesty's loyal and dutiful subjects will ever pray.

(signed) *James McCulloch*, Chief Secretary, and Member of the Executive Council of Victoria.

Geo. Verdon, Treasurer, and Member of the Executive Council, Victoria.

Henry Parkes, Colonial Secretary, and Member of the Executive Council, New South Wales.

Joseph Docker, Postmaster-General, and Member of the Executive Council, New South Wales.

John Hall, Postmaster-General, and Member of the Executive Council, New Zealand.

Crosbie Ward, Special Representative of New Zealand.

Jas. P. Boucaut, Attorney-General, and Member of the Executive Council, South Australia.

Walter Duffield, Treasurer, and Member of the Executive Council, South Australia.

A. Macalister, Vice-President of the Executive Council and Colonial Secretary of Queensland.

St. George R. Gore, Postmaster-General, and Member of the Executive Council, Queensland.

Thos. D. Chapman, Colonial Treasurer, and Member of the Executive Council of Tasmania.

Melbourne, 20th March 1867.

VICTORIA.

— No. 5. —

No. 5.

Governor the Right Hon. Sir J. H. T. Manners-Sutton, K.C.B., to the Right Hon. the Earl of Carnarvon.

26 Nov. 1866.

(No. 32.)

COPY of a DESPATCH from Governor the Honourable Sir *J. H. T. Manners-Sutton*, K.C.B., to the Right Honourable the Earl of *Carnarvon*.

Government Offices, Melbourne,
26th November 1866.

My Lord, (Received 11 January 1867.)

26 Nov. 1866.

I HAVE the honour to forward to your Lordship, herein enclosed, a copy of a Minute submitted to me by the Chief Secretary suggesting an alteration in the mode of computing the steam postal charges, payable respectively by the several Australian Colonies and New Zealand, and I request, for the recommendations set forth in this Minute, the favourable consideration of Her Majesty's Government.

I have, &c.
(signed) *J. H. T. Manners-Sutton.*

Enclosure in No. 5.

Encl. in No. 5.

MINUTE from the Chief Secretary to his Excellency the Honourable Sir *J. H. T. Manners-Sutton*, Governor of Victoria, &c., on the subject of the mode of computing Charges in connection with Steam Postal Communication.

SUBMITTED for the consideration of his Excellency the Governor.

(signed) *James M'Culloch.*

MINUTE from the Chief Secretary to his Excellency the Honourable Sir *J. H. T. Manners-Sutton*, K.C.B., Governor of Victoria, &c. &c. &c.

THE Chief Secretary has the honour to bring under the notice of his Excellency the Governor the method adopted by the Post Office authorities in England in computing the amounts to be paid by the several Australian Colonies and New Zealand, as contribution towards the Colonial moiety of the subsidy to be paid to the Peninsular and Oriental Company.

His Excellency is aware that according to the articles of agreement, each Colony is chargeable for the conveyance of its mails in proportion to the number of letters received and despatched.

It has been the practice to take the number of letters every fourth year as the basis of the calculation: thus, the number of letters for 1860 has been taken for 1860, 1861, and 1862; and the number of letters for 1863 has been taken for 1863, 1864, and 1865, a system for which there does not appear to be any sufficient reason, and which is open to many objections.

It is submitted that the computations should be founded on the actual number of letters passing in each year, as any variation in the numbers as regards any one Colony, ought to affect the charge against the other Colonies.

According to the principle that has hitherto been acted on, this Government may have been called on to pay more or less, as the case may have been, than the amount for which the Colony has really been liable.

Again, in computing the charge against this Colony, under the item "mail boxes," the per-centage of letters which are contained in a very small compass has alone been taken. It would, however, appear to be more equitable to charge each Colony according to the number of letter and newspaper boxes actually used for its mails; and it is only necessary to point, by way of illustration, to the amounts for 1860, 1861, and 1862, in which the per-centage of newspapers of this Colony was only $47\frac{118}{1000}$, and the charge for boxes was made on the higher per-centage of letters, which for the years named was $54\frac{622}{1000}$.

The Chief Secretary has the honour to suggest that his Excellency will be pleased to take such steps as may appear to him desirable, for bringing this subject under the notice of his Grace the Postmaster General in England, in order that there may be an adjustment of the charge on account of subsidy, according to the actual number of letters passing in each year, and that the charge for mail boxes may be regulated according to the number used by the Colonies respectively.

(signed) *James M'Culloch.*

Melbourne, 26 November 1866.

— No. 6. —

(No. 52.)

No. 6.
Governor the Hon. J. H. T. Manners-Sutton, K.C.B., to the Right Hon. the Earl of Carnarvon.
25 March 1867.

COPY of a DESPATCH from Governor the Honourable *J. H. T. Manners-Sutton*, K.C.B., to the Right Honourable the Earl of *Carnarvon*.

Government Offices, Melbourne,
25 March 1867.
(Received 13 May 1867.)

My Lord,

YOUR Lordship's Despatches (marked in the margin) were, as they reached my hands, laid by me before my responsible advisers, and, in accordance with the suggestion contained in the Treasury Minute enclosed in your Lordship's Despatch of the 22nd September 1866, the Governments of the other Australian Colonies (including New Zealand) were invited to consider, with the Government of this Colony, all the various questions connected with the conduct of the postal service between Point de Galle and Australia.

Lord Carnarvon, Circular, 22nd Sept. 1866, page 3.
Lord Carnarvon's Circular, 20th Nov. 1866, page 7.

And a Conference was recently held here (it separated on the 20th instant), at which each of the Australian Colonies (including New Zealand), excepting West Australia, was represented. All the representatives, with the exception of Mr. Crosbie Ward (late Postmaster General and special representative for New Zealand), hold office as Members of the Governments of their respective Colonies; and each of the Colonies, excepting Tasmania, was represented by two gentlemen. Tasmania sent one representative only; but it was agreed at the Conference that his single vote should be regarded as equal to those of the two representatives of any one of the other Colonies.

The deliberations of the Conference thus composed resulted in the adoption of a Memorial (signed by all the members of the Conference) to Her Majesty,

of which Memorial I have the honour to transmit to your Lordship a copy. The original will be forwarded to your Lordship by the next mail; and I may observe that the conclusions arrived at by the Conference are not, as yet, officially promulgated here, for it was thought desirable that they should be published simultaneously in each of the six Colonies represented at the Conference; and for this simultaneous publication, the 28th instant (next Thursday) has been selected.

I have, as yet, had but inadequate opportunities of considering, in all their various bearings, the details of the scheme proposed in the Memorial; and I doubt whether I could add to the information contained in the Memorial and in the appendices to it. But your Lordship will at once perceive that the concurrence of the six Colonies in one scheme has been attained by the assent of all to the particular demands of each, rather than by the withdrawal or modification of the claims of any one of the Colonies; and a different result could scarcely be expected; for although all the six Colonies are comprised in one group, and most of them are situate contiguously in the same continent, the capitals of each Colony, and their centres of commerce and industry, are widely distant from each other; and while to Victoria, South Australia, and Tasmania, the route by the south-west of Australia is a necessity, New South Wales and Queensland naturally view with favour a route *viâ* Torres Straits; and New Zealand has established a service, *viâ* Panama, to which an existing contract (which will not terminate for three years) binds both New South Wales and New Zealand to contribute a heavy subsidy.

I have, &c.
(signed) *J. H. T. Manners-Sutton.*

— No. 7. —

No. 7.
Governor the Hon. Sir J. H. T. Manners-Sutton, K.C.B., to the Right Hon. the Earl of Carnarvon.
27 April 1867.

(No. 66.)

COPY of a DESPATCH from Governor the Honourable Sir *J. H. T. Manners Sutton*, K C.B., to the Right Honourable the Earl of *Carnarvon*, &c.

Government Offices, Melbourne,
27 April 1867.
(Received 15th June 1867.)

My Lord,

I HAVE the honour to transmit to your Lordship, with the request that it may be laid at the foot of the Throne, the enclosed * Memorial to Her Majesty of the Representatives of the Governments of the several Australasian Colonies, assembled in conference at Melbourne, for the consideration of the questions connected with the conduct of the postal service between Point de Galle and Australia.

2. I have also the honour to forward to your Lordship, herein enclosed, an extract (marked A.) from the Minutes of the Executive Council, setting forth the approval by the Government of this Colony of the above-mentioned Memorial, as adopted at the Conference.

Enclosure A.

3. The Minutes of the proceedings of the Conference are already before your Lordship; and your Lordship is aware that all the Australasian Colonies, excepting West Australia, was represented at the Conference.

4. It was not to be expected that a conference thus composed would concur in recommending any postal scheme which did not partake of the nature of a compromise; and the postal scheme set forth in the Memorial to Her Majesty is (it appears to me) to be regarded as the result of the endeavours of the Representatives of each of the Governments represented at the Conference to combine, with adequate postal accommodation, on equitable terms, for their respective Colonies, that united action between all the Colonies which was one of the primary objects of the Conference.

5. And your Lordship will not be surprised to learn that, as respects some points provided for in the scheme, but in which this Colony has, or is supposed to have, but little, if any, interest, and as respects other points in which the particular interests of this Colony are not, or are not supposed to be, provided for by the scheme, it has failed to give satisfaction here.

6. Indeed

* This Memorial will be found printed as an Enclosure to No. 4, page 9.

6. Indeed, the Legislative Council has adopted Resolutions, of which copies are enclosed, marked (B.), and notice has been given in the Legislative Assembly of a motion condemnatory (I believe on similar grounds) of the postal scheme proposed by the Conference. Enclosure B.

7. I do not feel myself qualified to foretel with certainty the result of the approaching discussion on this subject in the Legislative Assembly; but I am disposed to believe that that result will not be in accordance with the Resolutions adopted by the Legislative Council; and whatever it may be, it will be my duty to report it (I shall probably be able to do so by the next mail) to your Lordship.

8. Meanwhile the enclosed Memorandum, marked (C.), signed by the Chief Secretary, sets forth the views of my responsible advisers on the subject, and the motives by which they have been guided in adopting and recommending the scheme set forth in the Memorial to Her Majesty. Enclosure C.

9. The proposed scheme is no doubt one of an extensive character, and its adoption, as a whole, by the Australasian Colonies acting in concert with each other, is (unless I am mistaken) entirely dependent on a largely increased subsidy from the Imperial Treasury. On the other hand, it should be remembered that the scheme includes, not only the Colonies situate in this vast Continent and Tasmania, but also New Zealand.

10. Whether each of the Colonies would derive, directly, from the scheme postal advantages proportionate to the expenditure to be incurred by it, is a question on which difference of opinion naturally and necessarily exists; but it is, as it appears to me, one for the decision of the Colonial Governments and Legislatures.

11. Whether the additional facilities for postal communication with all the British Colonies in this part of the world, which the scheme would afford, are of such a character as to justify Her Majesty's Government in assenting to the proposed increase of subsidy from the Imperial Treasury, is a question on which I have not regarded myself as authorised to express, or justified in expressing, any opinion. It will, I am well aware, receive the full, and, whatever the decision may be, the favourable consideration of the Imperial Government.

I have, &c.
(signed) *J. H. T. Manners-Sutton.*

Enclosure (A.) in No. 7.

EXTRACT from the Minutes of the Proceedings of the Executive Council; Minute 67–24 of the 25th April 1867. Encl. (A.) in No. 7.

MR. M'CULLOCH submits for the Governor's approval the Memorial to Her Majesty the Queen, agreed to by the representatives of the Colonies at the recent postal conference. With the advice of the Council, his Excellency approves of the Memorial.

(A true Extract.)

(signed) *J. H. Kay,* Clerk of the Council.

Enclosure (B.) in No. 7.

VICTORIA.—No. 23.

MINUTES of the Proceedings of the Legislative Council, Thursday, 11th April 1867. Encl. (B.) in No. 7.

POSTAL CONFERENCE AGREEMENT.

THE Honourable C. J. Jenner, in accordance with notice, moved, "That in the opinion of this House, the agreement entered into by the delegates at the Postal Conference is not satisfactory, or calculated to advance the interests of this Colony."

Debate ensued.

The petition presented on the 10th instant by the Honourable R. Turnbull, and signed by John Benn, styling himself Chairman of the Melbourne Chamber of Commerce, and by others, was read at the table by the clerk.

The petition presented on the 9th instant, by the Honourable J. P. Fawkner, and signed by James L. Burke and others, styling themselves members of the Victorian Ship-owners Association, was read at the table by the clerk.

With leave of the Council, the Honourable C. J. Jenner added the following words to the question:—

That no scheme for postal communication with the United Kingdom, *viâ* Suez, will be satisfactory that does not contemplate Melbourne as the terminus for the mail steamers.

That very little advantage will accrue to Victoria from either of the lines of communication with the United Kingdom *viâ* Panama and *viâ* Torres Straits.

That it is not desirable to subsidise either of those lines at present.

Question, That in the opinion of this House, the agreement entered into by the delegates at the Postal Conference is not satisfactory, or calculated to advance the interest of this Colony; that no scheme for postal communication with the United Kingdom *viâ* Suez will be satisfactory that does not contemplate Melbourne as the terminus for the mail steamers; that very little advantage will accrue to Victoria from either of the lines of communication with the United Kingdom *viâ* Panama and *viâ* Torres Straits; that it is not desirable to subsidise either of those lines at present,—put, and passed.

Enclosure (C.) in No. 7.

Encl.(C.) in No. 7. MEMORANDUM for His Excellency the Governor in reference to the Proceedings of the Postal Conference.

IN requesting that his Excellency the Governor will be good enough to transmit the Memorial addressed to Her Majesty by the Representatives of the Australasian Colonies at the recent Postal Conference, and that his Excellency will explain to the Secretary of State the occasion of the assembling of the Conference and the results of its deliberations, I desire to invite his Excellency's attention to the objections which have been taken to the resolutions of the Conference by the Legislative Council and by a section of the community.

The representatives of Victoria, and indeed the representatives of all the Colonies, entered upon the business of the Conference earnestly desiring, and determined as far as in them lay, that whatever decision might be arrived at, it should, if possible, be such as would be satisfactory to all the Colonies concerned, and with that object in view it became necessary that concessions should be made by each.

Federal action by the Colonies of Australasia has long been aimed at by Victoria, and the Postal Conference was perhaps the best opportunity that has presented itself for promoting such action, and I submit to his Excellency that in dealing with the subject of postal communication federatively, no material injury, if indeed any, will result to the interests of Victoria.

One of the strongest objections that have been urged against the resolutions agreed to by the Conference is that the Suez route is the best and only one of value, so far as this Colony is concerned, and no doubt such is the case, but seeing that the Conference were met to discuss the subject of the best postal service for Australasia, and not for one Colony only, the representatives of this Government could not have insisted upon the concurrence of the other Colonies in regard to that route to the exclusion of other routes more advantageous to themselves. The representatives of Victoria having secured the co-operation of the representatives of the other Colonies in the continuance of a monthly service by way of Suez, felt justified, in order to secure united action, in consenting to join with their neighbours in the Panama and Torres Straits routes. But perhaps the most weighty objection is that the resolutions contain no provision that Melbourne shall be the head quarters of the Suez route. Upon this point I beg to state, for his Excellency's information, that in the course of the proceedings of the Conference, resolutions which would have made Sydney the head-quarters were deliberately struck out, it being a matter of detail which should properly be left to the Federal Council, which the Conference deemed it expedient should be established (*see* page 13 of Proceedings). Thus the question is left entirely open for future settlement, and it is scarcely necessary I should assure your Excellency that care will be taken to protect the interests of the capital of Victoria, but, in order that it may be made the one port for Australia, as is asked by the section of the community referred to, it will be necessary to induce the Governments of the other Colonies to disregard their own interests for the exclusive benefit of Victoria.

(signed) *James M'Culloch.*

25 April 1867.

SOUTH AUSTRALIA.

— No. 8. —

(No. 56.)

No. 8.

COPY of a DESPATCH from Governor Sir *D. Daly*, to the Right Honourable the Earl of *Carnarvon*.

Governor Sir D. Daly to Right Hon. the Earl of Carnarvon. 28 Nov. 1866.

Government House, Adelaide,
28 November 1866.
(Received 11 January 1867.)

My Lord,

I HAVE the honour to acknowledge your Lordship's "Circular" Despatch of the 22nd September,* transmitting copy of a letter from the Board of Treasury, enclosing a Minute of their Lordships upon the subject of the postal communications between England and the East Indies, China, Japan, and the Australian Colonies, together with copy of the Report referred to by their Lordships from the Select Committee on East India Communications, which has been laid before Parliament, and of the Report by Captain Tyler, R.E., of his recent inspection of the railways and ports of Italy, with reference to the use of the Italian route for the conveyance of the eastern mails.

* Page 3.

2. In compliance with your Lordship's desire to that effect, I have laid those papers before my responsible advisers, and I have the honour of transmitting to your Lordship a minute of my Council, which is the result of the careful consideration that this Government have given to the subject, in so far as it affects South Australia.

I have, &c.
(signed) *D. Daly*,
Governor.

Enclosure in No. 8.

COPY of a Minute of Executive Council, dated the 27th November 1866.

Encl. in No. 8.

No. 6. The following Minute having been submitted to his Excellency, is, after due deliberation, adopted by the Council.

Minute.—The Council have had under consideration the Despatch from the Right Honourable the Secretary of State, dated 22nd September 1866, giving cover to a Treasury Minute upon the existing postal communication with Great Britain.

The two points of interest to this Province are, 1st, the adoption of the route *viâ* the port of Brindisi instead of that *viâ* Marseilles; 2nd, the necessity for giving notice to the Peninsular and Oriental Company, of the intention of Government to put an end to the present contract, and for making a fresh contract for the carriage of the mails from Galle to Sydney.

There can be no difference of opinion as to the adoption of the Brindisi route effecting a saving in time, as it will, ultimately, of 42½ hours.

With regard to the second point, the Government of South Australia are compelled again to point out the injustice which has hitherto been done to this Province; an injustice without any parallel; by obliging it to pay its full proportion of the cost of a postal service, which conveys the Adelaide mails to a terminus several hundred miles beyond the province, only to be brought back again, thereby entailing upon South Australia a large annual expenditure, in addition to its contribution to the general subsidy, to secure the advantages of speedy mail communication with England, to which its geographical position fairly entitles it.

The Government of South Australia are willing to combine with the other Australian Colonies in providing for a steam postal service from Galle to Sydney, to deliver the mails at some port to be agreed upon in each province on the route.

In the event of the different Colonial Governments finding it impossible to come to a common understanding on the subject, the Council are of opinion that this province has no alternative but to accept whatever arrangements the Home Government may consider most conducive to the general interests of the Colonies.

The Governments of New South Wales and Victoria have already intimated their

 willingness

willingness to waive their objections to the English mail steamers calling at a South Australian port on their voyage to and from Melbourne; and the Council therefore trust, that in the adoption of any new postal arrangements, Her Majesty's Government will consider that the time has arrived when the rapid progress of South Australia in trade and population entitles her to the privilege, withheld under the existing contract, of direct postal communication with England.

(Certified a true copy.)

(signed) *Saml. Deering*,
Clerk of Executive Council.

28 November 1866.

— No. 9. —

(No. 15.)

COPY of a DESPATCH from Governor Sir *D. Daly*, to the Right Honourable the Earl of *Carnarvon*.

Government House, Adelaide,
26 March 1867.
(Received, 13 May 1867.)

No. 9.

Governor Sir D. Daly to Right Hon. the Earl of Carnarvon.
26 March 1867.

My Lord,

AFTER a meeting of the conference of Intercolonial Delegates at Melbourne, in February, which was attended by Mr. Blyth and Mr. Ayers from this Colony, and which was without useful results, in so far as South Australia was concerned, the consideration of postal matters having been deferred to the following month, I have the honour of informing your Lordship, that Mr. Boucaut, the Attorney General, and Mr. Duffield, the Treasurer, took the places of Messrs. Blyth and Ayers as South Australian representatives, at a conference on postal matters, which met on the 4th March, and which closed their proceedings on the 21st instant.

Vide Note in margin of No. 4, in series, page 8.

2. I have the honour of enclosing, for your Lordship's information, printed copies in duplicate, of the minutes, resolutions, and general proceedings of the conference, and I trust it will be found that a practical arrangement of the postal question is arrived at, and that the terms proposed will be as acceptable to the Imperial Government as they appear to be to the parties to the proposition in these Colonies.

3. The proceedings of the Conference were kept secret by agreement, until the return of the Attorney General, who arrived here on the 24th instant, and I am consequently precluded from entering into detail upon the subject; but I have no difficulty in assuring your Lordship that this postal scheme has the full approval of my government, and will, I trust, be found to explain itself sufficiently.

I have, &c.
(signed) *D. Daly*,
Governor.

P. S.—Referring to paragraph No. 2, of the foregoing Despatch, I regret that there has been so much delay in the transmission of the proceedings of the Conference from Melbourne, that I shall not be able to forward them to your Lordship in a complete state by this mail.

I transmit however, herewith, copies of the memorial * to the Queen, which was adopted by the Conference, and sets forth their general views.

* Will be found printed as Encl. to No. 4, page 9.

— No. 10. —

(No. 20.)

No. 10. Governor Sir D. Daly to Right Hon. the Earl of Carnarvon. 26 April 1867.

COPY of a DESPATCH from Governor Sir *D. Daly* to the Right Honourable the Earl of *Carnarvon*.

Government House, Adelaide,
26 April 1867.
(Received, 15 June 1867.)

My Lord,

REFERRING to my Despatch, No. 15, of the 26th ultimo, I have now the honour, at the request of the Postal Conference recently held in Melbourne, to transmit to your Lordship a Memorial* signed by the representatives of the several Colonies who took a part in the proceedings on that occasion.

* The Memorial will be found printed as Encl. to No. 4, page 9.

2. The views of my Government in reference to this Memorial are contained in a Minute of my Council, a certified copy of which I have the honour to enclose; and I have further the honour to transmit, in explanation of all the circumstances connected with the conference, the official Report of the whole of the proceedings of that body.†

† *Vide* Note on No. 3, page 8.

3. I trust that no circumstances will arise in any quarter to mar the expectations of all the parties to the suggested arrangements. Victoria alone has shown symptoms of dissatisfaction at the way in which her interests have been dealt with since the results of the conference have been made public; but the latest information which I have received through my treasurer, who has recently returned from Sydney and Melbourne, leads me to the confident expectation that no dissent will be maintained by the several provincial Parliaments that will prevent the final adoption of the proposed scheme, to which the hope is universal that the concurrence of Her Majesty's Government will not be wanting.

I have, &c.
(signed) *D. Daly*, Governor.

Enclosure in No. 10.

COPY of a Minute of Executive Council, dated 8th April 1867. Encl. in No. 10.

No. 2. THE following Minute on the subject of the Postal Conference recently held in Melbourne having been submitted to his Excellency the Governor in Chief, his Excellency is pleased to approve the same. The Minute is as follows:

The Council, having had under consideration the Report of the Proceedings of the Representatives of the six Colonies of New South Wales, Victoria, New Zealand, South Australia, Queensland, and Tasmania, at the Postal Conference held in Melbourne on the 4th March last, together with the Memorial to Her Majesty, adopted and signed on behalf of their respective Governments by the several representatives on the 18th of the same month, recommend his Excellency to record his approval of such Memorial.

The Council further recommend his Excellency to transmit the Memorial for presentation to Her Majesty by the mail leaving on the 29th April instant, *viâ* Suez, and that his Excellency should explain to the Secretary of State the occasion of assembling the conference, and the results of its deliberations.

The Council also recommend his Excellency to adopt such measures as may be necessary, as early as convenient after the meeting of Parliament, to give legislative sanction to the agreements of the Postal Conference.

Certified a true Copy.
Samuel Deering, Clerk of Executive Council.

27 April 1867.

QUEENSLAND.

— No. 11. —

No. 11.
Governor Sir G. F. Bowen, G.C.M.G., to Right Hon. the Earl of Carnarvon.
2 Dec. 1866.

(No. 66.)

COPY of a DESPATCH from Governor Sir *G. F. Bowen*, G. C. M. G., to the Right Honourable the Earl of *Carnarvon*.

Government House, Brisbane, Queensland,
2 December 1866.

My Lord, (Received 18 February 1867.)

I HAVE the honour to report that, in compliance with your Lordship's instructions, I lost no time in laying before my responsible advisers in the Executive Council of Queensland your Circular Despatch of the 22nd September ultimo,* with its enclosures.

* Page 3.

28 Nov. 1866.

2. The Minute of Council which I now transmit contains a statement of the views and wishes of the Government of Queensland respecting the arrangements proposed to be made for the Postal Service, and also for the establishment of telegraphic communication between the United Kingdon and the Australian Colonies.

I have, &c.
(signed) *G. F. Bowen.*

Enclosure in No. 11.

Encl. in No. 11.

EXTRACT from the Minutes of Proceedings of the Executive Council of Queensland.

At the Government House, Brisbane, on 28th November 1866.

PRESENT:

His Excellency the Governor in Council.

HIS Excellency the Governor lays before the Council a Circular Despatch (dated 22nd September 1866) from the Secretary of State for the Colonies, enclosing,—

1. A Minute of the Lords of the Treasury upon the subject of the Postal Communication between the United Kingdom and the East Indies, China, &c., and Australia.

2. A copy of the Report from the Select Committee of the House of Commons on the above subject.

3. Copy of the Report to the Postmaster General of Captain Tyler, R.E., with reference to the use of the Italian route for the conveyance of the Eastern mails.

The Secretary of State directs that the above documents be laid before the responsible advisers of the Governor of each of the Australian Colonies, in order that those advisers may make known their wishes and views on the several questions raised in the Treasury Minute, especially so far as they affect the arrangements to be made for the conduct and maintenance of the Postal Service between the United Kingdom and the Australian Colonies.

The Council again deliberate on a subject which has repeatedly engaged the attention of the Government and Parliament of this Colony. They request his Excellency the Governor to be pleased to inform the Secretary of State that the Government of Queensland has no objection to any of the arrangements proposed in the papers now before the Council, and in particular that this Government entirely agrees with the expediency of substituting the proposed route *viâ* Brindisi, for the existing route *viâ* Marseilles.

The only point, as the Council conceive, respecting which there can be much difference of opinion, is the question as to whether the Mail Service between Galle and Sydney should be arranged by the Imperial Government or by the Colonial Governments in combination. Looking to the difficulties that lie in the way of the several Colonial Governments arriving at a common understanding on this matter, the Council are inclined to believe that it would be better that the plan now in force should so continue, *i. e.*, that the Imperial Government should make the necessary arrangements. But the Government of Queensland will be ready to adhere, on this point, to any reasonable agreement which may be arrived at by the other Governments concerned, and in which the interests of this Colony are not neglected.

The Council take this opportunity of expressing their satisfaction in observing that the

the Report of the Select Committee of the House of Commons, now before them, directs the earnest attention of the Imperial Government to the extension of the electric telegraph to Australia. With regard to this point, his Excellency the Governor has recently informed the Secretary of State* that the Government of Queensland has already extended the Australian system of telegraphs so far north as to the town of Bowen, at Port Denison; and that so soon as there shall appear any immediate prospect of the extension of the electric telegraph from India and Singapore to Australia, the Government and Parliament of Queensland will be prepared to extend, at the cost of this Colony, the telegraphic wires from Port Denison to Burke Town, at the head of the Gulf of Carpentaria, or to whatever other point on the northern coast of this continent it may be finally decided to bring the projected submarine line, which will ultimately unite the Australasian group of Colonies with Asia and Europe.

* Governor to Secretary of State, No. 62, of 13 Nov. 1866.

(signed) *A. W. Manning*,
Clerk of the Council.

— No. 12. —

(No. 17.)

No. 12.
Governor Sir G. F. Bowen, G.C.M.G. to Right Hon. the Earl of Carnarvon. 18 April 1867.

COPY of a DESPATCH from Governor Sir *G. F. Bowen*, G. C. M. G., to the Right Honourable the Earl of *Carnarvon*, &c. &c. &c.

Government House, Brisbane, Queensland,
18 April 1867.
(Received, 20 June 1867.)

My Lord,

AT the request of my responsible advisers in the Executive Council of this Colony, I have the honour to transmit herewith, and to recommend to the favourable consideration of Her Majesty's Government, a *Memorial to the Queen adopted by the delegates of the six Colonies of Victoria, New South Wales, New Zealand, South Australia, Queensland, and Tasmania, at the Postal Conference recently held at Melbourne.

* The Memorial will be found printed as Encl. to No. 4, p. 9.

2. At the same time I beg permission (also at the request of my Ministers) to forward a memorandum drawn up by Mr. Macalister, the Colonial Secretary, with the object of explaining certain portions of the statistical returns given in the above-mentioned Memorial, which appear at first sight to bear unfairly upon the staple products of Queensland when compared with some of the other Australian Colonies.

3. I am informed that the Governor of Victoria has transmitted to your Lordship copies of the Minutes of proceedings of the late Conference, together with all the documents connected with those proceedings.

4. In my Despatch, No. 5, of 10 January 1866, I reported that the Queensland Government had chartered a steamer to run in alternate months during that year between Brisbane and Batavia, with the object of opening the mail route through Torres Straits. After six successful voyages each way, this service has now been discontinued, as the cost was too great to be borne by the Queensland Treasury, although partially assisted by the Dutch authorities at Java. It will be seen that a monthly service to Singapore through Torres Straits is a part of the general plan proposed by the recent Postal Conference. In several previous Despatches I have dwelt fully on the many facilities and advantages offered by this route.

I have, &c.
(signed) *G. F. Bowen.*

Enclosure in No. 12.

Encl. in No. 12.

MEMORANDUM for his Excellency the Governor, by the Colonial Secretary of Queensland.

IN handing to his Excellency the accompanying Memorial agreed to by the Postal Conference held in Melbourne for transmission to the Secretary of State for the Colonies, I would, on the part of Ministers, invite his Excellency's attention to certain portions of the statistical returns given in the Memorial, and bearing unfairly upon the staple production of Queensland when compared with some of the other Colonies, and I desire to do so because, although obviously apparent to the members of the Conference, there was nothing before them to warrant a departure from the published statistical reports of each Colony.

It is stated in the Memorial (*see* Statistical Statement), that so far as regards the possession of horned cattle, Queensland ranks as second among the Colonies, while, as to sheep, she ranks next to New South Wales.

There is no reason to doubt that this return is approximately correct. The numbers are, to a great extent, taken from the returns made to the Crown Lands department of each Colony.

It will be observed, however, when the assessment of the quantity and the value of the wool of each Colony is given in the Memorial, Queensland ranks but fifth among the Colonies, the quantity of wool, and the value of it being less than in either New Zealand or South Australia. In fact, taking the Queensland quantity of wool, and the value put down for it, the fleece of each sheep would be worth 1 *s.* 5 *d.*, while every colonist is aware that the fleece of Queensland wool generally averages not less than 3 *s.* 6 *d.*, and frequently 4 *s.*, a good deal of the Queensland wool maintaining the best prices in the London market.

The explanation of the anomaly in the Memorial is to be found in the fact that the greater portion of the Queensland wool is forwarded from this Colony to Sydney (New South Wales) for shipment to London, while other portions find their way into Victoria and South Australia, and in all these Colonies the wool of this Colony appears in their exports of wool. Thus, to arrive at anything like a correct estimate of the quantity and value of the Queensland wool, those portions of it sent to the adjoining Colonies must first be deducted from their exports, and then added to the exports from Queensland.

I have thought it right to draw the attention of his Excellency to this matter, because it is scarcely desirable that a document of the solemn import of the Memorial should be forwarded by his Excellency to Her Majesty's Government without being accompanied by an explanation of returns which, standing alone, are inimical to the great and increasing pastoral interests of this Colony.

(signed) *A. Macalister.*

WESTERN AUSTRALIA.

— No. 13. —

No. 13.
Governor Hampton to Right Hon. the Earl of Carnarvon.
19 Dec. 1866.

(No. 215.)

COPY of a DESPATCH from Governor *Hampton* to the Right Honourable the Earl of *Carnarvon.*

Government House, Perth, 19 December 1866.
(Received, 18 February 1867.)

My Lord,

I HAVE the honour to acknowledge the receipt of your Circular Despatch of the 22nd September last.*

* Page 3.

2. I laid the whole of the correspondence transmitted therewith before my Executive Council, and have to state that, in compliance with their advice, the Government of this Colony will be prepared to enter into whatever arrangement the Home Government may consider most advisable, after receiving replies to the references addressed to the other Australian Colonies.

I have, &c.
(signed) *J. S. Hampton,* Governor.

TASMANIA.

— No. 14. —

(No. 35.)

No. 14.
Governor Browne, C.B., to Right Hon. the Earl of Carnarvon.
24 Dec. 1866.

COPY of a DESPATCH from Governor *Gore Browne*, C. B., to the Right Honourable the Earl of *Carnarvon*, &c. &c. &c.

Government House, Hobarton, Tasmania,
24 December 1866.
(Received, 18 February 1867.)

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's Circular Despatch of 22nd September 1866,* relative to the mail service; and, in reply, I enclose a memorandum by the Treasurer, stating the course Ministers intend to pursue on this subject.

* Page 3.

I have, &c.
(signed) *T. Gore Browne*,

Enclosure in No. 14.

MEMORANDUM.

Encl. in No. 14.

Colonial Treasury, 15 December 1866.

IN returning to your Excellency the Secretary of State's Despatch of the 22nd of September last, on the subject of postal communication between this Colony and Great Britain, I have to remark that Ministers are fully alive to the importance of maintaining a thoroughly efficient service by means of fast steamers, *viâ* Melbourne and Ceylon; and I would submit to your Excellency the propriety of informing the Secretary of State that the Government of Victoria has invited the Government of Tasmania to send a delegate to Melbourne, in the month of February next, to meet delegates from the Australian Colonies and New Zealand, to discuss fully and settle a scheme of postal communication between the Australian Colonies and Great Britain *viâ* Ceylon and Suez, and that this Government has accepted such invitation, and will send a delegate accordingly.

Ministers hope that the Conference in Melbourne will result in the establishment of a thoroughly efficient mail service, by fast steamers, once every four weeks at least, or perhaps once a fortnight from Melbourne *viâ* Ceylon, to meet the India mail service at Point de Galle.

(signed) *Thos. D. Chapman.*

His Excellency the Governor,
&c. &c. &c.

— No. 15. —

(No. 28.)

No. 15.
Governor Browne, C.B., to Right Hon. the Earl of Carnarvon.
13 April 1867.

COPY of a DESPATCH from Governor *Gore Browne*, C.B., to the Right Honourable the Earl of *Carnarvon*.

Government House, Hobarton, Tasmania,
13 April 1867.
(Received 15 June 1867.)

My Lord,

I HAVE the honour to forward a letter from the Colonial Secretary of this Colony, in which he requests me to forward a Memorial* to Her Majesty, agreed to by the members of a Postal Conference held at Melbourne on the 20th March 1867, and desires on his own behalf, and on that of his colleagues, that I will recommend it to the most favourable consideration of Her Majesty's Government. The Colonial treasurer further adds that "the Government of Tasmania will make provision for its due proportion of the subsidy towards the cost of the conveyance of the mails, in accordance with the arrangements proposed and agreed to by the Conference."

* This Memorial will be found printed as Encl. to No. 4, page 9.

As the governors of the more important Colonies will address your Lordship on the subject, I will not trouble you farther than to recommend the Memorial to your Lordship's favourable consideration, and as there has been entire unanimity among all the Australasian Colonies, I trust that Her Majesty's Government may be induced to accede to our request.

I have, &c.
(signed) *T. Gore Browne.*

Encl. in No. 15.

Enclosure in No. 15.

Sir, Colonial Treasury, 12 April 1867.

I HAVE the honour of forwarding to your Excellency the Memorial to Her Majesty, as agreed to by the members of the Postal Conference recently assembled in Melbourne, and I have to request that your Excellency will be pleased to forward the same to the Secretary of State for the Colonies, by the mail leaving here *viâ* Marseilles, on the 25th instant, to be laid before Her Majesty in the usual way.

When forwarding the Memorial to the Secretary of State, I have to request, on behalf of myself and colleagues, that your Excellency will be pleased to recommend the Memorial to the most favourable consideration of Her Majesty's Government, and at the same time inform the Secretary of State that the Government of Tasmania will make provision for the due payment of its proportion of the subsidy towards the costs of the conveyance of the mails, in accordance with the arrangements proposed and agreed to by the Conference.

I forward herewith six copies of the "Hobart Town Gazette" of the 28th ultimo, containing the official report of the proceedings of the Conference, which I would suggest should be forwarded to the Secretary of State, with the Memorial to Her Majesty, in the confident hope that your Excellency will be pleased to support the Memorial, and recommend the scheme of postal communication therein referred to for adoption.

I have, &c.
(signed) *Thos. D. Chapman,*
Colonial Treasurer.

His Excellency the Governor,
&c. &c. &c.

P. S.—I forward herewith for the information of your Excellency, the papers on postal communication printed by order of the House of Assembly last Session.

Thos. D. Chapman.

NEW ZEALAND.

— No. 16. —

No. 16.
Governor Sir G. Grey, K.C.B. to Right Hon. the Earl of Carnarvon.
11 Jan. 1867.

(No. 5.)

COPY of a DESPATCH from Governor Sir *G. Grey*, K.C.B., to the Right Honourable the Earl of *Carnarvon*, &c. &c. &c.

Government House, Wellington,
11 January 1867.
(Received 15 March 1867.)

My Lord,

* Page 3.

IN reply to your Lordship's Circular, dated the 22nd September last,* enclosing a Minute from the Board of Treasury upon the subject of the postal communication between Great Britain and the East Indies, China, Japan, and the Australian Colonies, I have the honour to report, that in obedience to your request, I have laid the papers before my responsible advisers, who state, that a Conference of delegates from the several Australian Colonies is about to be held, to discuss the course which it may be advisable for these Colonies to adopt on the subject of steam postal communication with the United Kingdom, and that as soon as this has been done, the views of the New Zealand Government will be communicated to your Lordship.

I have, &c.
(signed) *G. Grey.*

— No. 17. —

(No. 41.)

No. 17.
Governor Sir G. Grey, K.C.B., to Right Hon. the Earl of Carnarvon.
26 April 1867.

COPY of a DESPATCH from Governor Sir *George Grey*, K.C.B., to the Right Hon. the Earl of *Carnarvon*.

Government House, Wellington,
26 April 1867.

My Lord, (Received, 27 June 1867.)

I HAVE the honour herewith to transmit for presentation to Her Majesty the enclosed Petition,* signed by the Representatives of the Government of New Zealand, and of the several Australian Colonies, who took part in a Postal Conference recently held in the city of Melbourne.

* This Petition will be found printed as Encl. to No. 4, page 9.

At the same time, I have the honour to transmit a copy of a Memorandum I have received from my responsible advisers in relation to this Petition; and, in conformity with their request, I have the honour earnestly to recommend the prayer of the Petition to the favourable consideration of the Imperial Government.

Memo by Ministers, 15 April 1867.

I have, &c.
(signed) *G. Grey.*

Enclosure in No. 17.

MEMORANDUM.

Encl. in No. 17.

Wellington, 15 April 1867.

MINISTERS respectfully request his Excellency to transmit to the Right Honourable the Secretary of State for the Colonies, for presentation to the Queen, the accompanying Memorial to Her Majesty, signed by the representatives of the Governments of the several Australasian Colonies who took part in the Postal Conference recently held in the city of Melbourne.

The Conference was held for the purpose of determining what answer should be given by the Australasian Colonies to the Circular Despatch of the Earl of Carnarvon, of the 22nd September 1866, on the subject of the arrangements to be made for the conduct and maintenance of the Postal Service between Great Britain and the Colonies alluded to. This important question was discussed at great length by the representatives of the several Colonies, and the conclusions which were ultimately arrived at were embodied in Resolutions, of which a copy is enclosed; these Resolutions were agreed to unanimously.

Ministers do not disguise from themselves that the share of the Colonial moiety of the cost of the proposed Postal Services, which is allotted to New Zealand in these Resolutions, is large in proportion to its present population, its resources and the amount of its correspondence. Looking, however, to the full consideration which was given to this as well as to other branches of the subject by the members of the Conference, to the great advantages which would result to all the Colonies concerned, from the carrying into effect of the comprehensive scheme proposed, which would afford to the several Colonies equal facilities for communication with all parts of the world, and to the very great difficulty which would now be experienced in obtaining the general consent of the Colonies to any other arrangements, Ministers entirely approve of the assent which was given by the representatives of New Zealand to the Resolutions above mentioned, and they earnestly trust that the proposals embodied in them, will be given effect to.

Ministers tender the accompanying Memorial as their answer to the Circular Despatch from the Earl of Carnarvon of the 22nd September last, and they trust that his Excellency will be able to recommend the prayer of the Memorial to the favourable consideration of the Imperial Government.

(signed) *G. O. Stafford.*

For His Excellency the Governor.

MAIL SERVICES (INDIA AND AUSTRALIA).

COPY of CORRESPONDENCE with the AUSTRALIAN GOVERNMENTS relative to the MAIL SERVICES with those COLONIES.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed,*
28 *June* 1867.

405—I.

Under 3 *oz.*

POSTAL SERVICES (INDIA AND CHINA).

RETURN to an Order of the Honourable the House of Commons, dated 13 May 1867;—*for*,

COPY "of the ADVERTISEMENTS and FORMS of TENDER for the New POSTAL SERVICES to *India* and *China* recently issued from the POST OFFICE."

General Post Office, 20 May 1867.

JOHN TILLEY, Secretary.

CONTRACTS for the Conveyance of the MEDITERRANEAN, EAST INDIA, CHINA, and JAPAN MAILS.

General Post Office, March 1867.

Her Majesty's Postmaster General hereby gives Notice, that, on Monday, the 16th September next, at One o'clock, he shall be ready to receive Tenders from such persons as may be willing to contract for the Conveyance of Her Majesty's Mails between *Southampton* and *Alexandria*, *Marseilles* and *Alexandria*, *Brindisi* and *Alexandria* (as an alternative route with that between Marseilles and Alexandria), and *Aden* and *Yokohama*.

No Tender will be received after One o'clock on the day above mentioned.

Printed Forms of Tender may be obtained on application, personal or written, at the General Post Office.

Every Tender must be addressed to the Secretary of the Post Office, and must bear in the left-hand corner of the envelope the words, "Tender for the Conveyance of Mails between and ."

By Command of the Postmaster General,

John Tilley, Secretary.

TENDER for Conveying HER MAJESTY'S MAILS between *Southampton* and *Alexandria* (*Egypt*).*

Sir,

WE hereby offer to convey Her Majesty's mails, by steam vessels, between Southampton and Alexandria in Egypt, and on the conditions marked A., once each way in each week,‡ for the sum of £ per annum.

If the time allowed for the voyage be reduced to† hours, instead of 300 hours, we shall then demand for the service £† per annum.

We will agree to an abatement of £† in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

We will also agree to an abatement of £† if, in lieu of conditions 6, 7, 8, and 9, the Postmaster General have merely power to require the withdrawal, from the service, of any vessel shown, by experience, to be unfit for its performance, in the terms of the contract.

We will further agree to an abatement of £† , if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £ from the subsidy.

We propose as our sureties, in the penalty of 10,000 *l.*, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the ; in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to Her Majesty a like sum of 10 *l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 10,000 *l.*

We agree to commence the service on the 1st February 1868; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 5,000 *l.*

And we agree to execute a contract for the performance of the said service, according to the said conditions marked A.

We are, &c.

(Signature.)

(Address.)

The Secretary of the Post Office.

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Southampton and Alexandria" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† It is not compulsory to fill up these blanks.

‡ *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Southampton and Alexandria by steam vessels; such vessels to call on the voyage, in both directions, at Gibralta and Malta.

2. The mails must be conveyed from Southampton to Alexandria and from Alexandria to Southampton in 300 hours, exclusive of stoppages, the duration of which shall be fixed by the Postmaster General.

3. Under the term "Her Majesty's mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Southampton and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire; lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or, failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails and to be employed in sorting them, together with an assistant. The officer

officer to be victualled and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and, whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage-money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services as the Postmaster General may, from time to time, require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, four of the second class, with their wives and children, and 10 of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

20. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th Condition; and the freight of baggage according to Government scale, which is shown in the regulations of Her Majesty's Transport Service. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the Office of the Director of Transport Services, and to be made upon the production, to the Director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons or 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice, to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors, or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

TENDER for conveying HER MAJESTY'S MAILS between *Marseilles* and *Alexandria* (*Egypt*).*

Sir,

WE hereby offer to convey Her Majesty's mails, by steam vessels, between Marseilles, in France, and Alexandria, in Egypt, and on the conditions marked A., once each way in each week,‡ for the sum of £ per annum.

If the time allowed for the voyage be reduced to† hours, instead of 144 hours, we shall then demand for the service £† per annum.

We will agree to an abatement of £ in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

We will also agree to an abatement of £† if, in lieu of conditions 6, 7, 8, and 9, the Postmaster General have merely power to require the withdrawal from the service of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £† , if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £ from the subsidy.

We propose as our sureties, in the penalty of 5,000 *l.*, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to Her Majesty a like sum of 10 *l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 5,000 *l.*

We agree to commence the service on the 1st February 1868; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 5,000 *l.*

And we agree to execute a contract for the performance of the said service, according to the said conditions marked A.

We are, &c.

(Signature.)

(Address.)

The Secretary of the Post Office.

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the conveyance of mails between Marseilles and Alexandria" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† It is not compulsory to fill up these blanks.

‡ *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Marseilles and Alexandria by steam vessels.

2. The mails must be conveyed from Marseilles to Alexandria, and from Alexandria to Marseilles in 144 hours.

3. Under the term "Her Majesty's mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books, or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also, all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but, so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Marseilles and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails, and to be employed in sorting them, together with an assistant. The

officer to be victualled, and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and, whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services as the Postmaster General may from time to time require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any Colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, two of the second class, with their wives and children, and four of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class, or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine, and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities) placed between decks.

20. The passage-money for Government passengers or their families, to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the Director, of the orders for the passages, together with a certificate under the hand of the commanding officer, specifying the number of the third-class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In

24. In all cases where an officer in the Civil, Naval, or Military Service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained, or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice; to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

33. All notices which the Postmaster General, or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors, or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th Condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 5,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

TENDER for Conveying HER MAJESTY'S MAILS between *Brindisi* and *Alexandria* (*Egypt*).*

Sir,

WE hereby offer to convey Her Majesty's mails, by steam vessels, between Brindisi in Italy, and Alexandria in Egypt, and on the conditions marked A, once each way in each week,‡ for the sum of £. per annum.

If the time allowed for the voyage be reduced to† hours, instead of 83 hours, we shall then demand for the service £† per annum.

We will agree to an abatement of £ in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster-General that the delay arose from causes beyond our control.

We will also agree to an abatement of £† if, in lieu of Conditions 6, 7, 8, and 9, the Postmaster-General have merely power to require the withdrawal, from the service, of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £† , if not only this tender be accepted, but our tender also for the service between and .

If the contract be made for six years certain, we will agree to a yearly abatement of £ from the subsidy.

We propose as our sureties, in the penalty of 5,000 *l.*, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the ; in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to Her Majesty a like sum of 10 *l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 5,000 *l.*

We agree to commence the service on the 1st February 1868; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 5,000 *l.*

And we agree to execute a contract for the peformance of the said service, according to the said conditions marked A.

We are, &c.

(Signature.)

(Address.)

The Secretary of the Post Office.

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the conveyance of mails between Brindisi and Alexandria" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† It is not compulsory to fill up these blanks.

‡ *In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."*

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Brindisi and Alexandria by steam vessels.

2. The mails must be conveyed from Brindisi to Alexandria, and from Alexandria to Brindisi in 83 hours.

3. Under the term "Her Majesty's Mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Brindisi and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the fourth condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or, failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails and to be employed in sorting them, together with an assistant. The officer

officer to be victualled and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and, while the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage-money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them, and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may, from time to to time, require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, two of the second class, with their wives and children, and four of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

20. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passsengers of a similar kind, and to include all the requisites specified in the 19th Condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the Director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third-class passengers (men, women and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing Conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice; to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th Condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 5,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

TENDER for conveying HER MAJESTY'S MAILS between *Aden* and *Yokohama*.*

Sir,

WE hereby offer to convey Her Majesty's mails, by steam vessels, between Aden in Arabia, and Yokohama in Japan, and on the Conditions marked (A), once each way in each alternate week, for the sum of £ per annum.

If the time allowed for the voyage be reduced to† hours, instead of 736 hours, and the time allowed for the voyage during the prevalence of the south-west and north-east monsoons be reduced to† hours, instead of 832 hours, we shall then demand for the service £† per annum.

If the mails be conveyed to and from Suez, instead of to and from Aden, and the time allowed for the voyage be 970 hours during the prevalence of the south-west and north-east monsoons, and 874 hours during the remainder of the year, we will perform the service for £ per annum; or if † hours be allowed during the monsoons, and † hours during the remainder of the year, we will perform it for £† per annum.

We will agree to an abatement of £ in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

If the 14th Condition be dispensed with at any time, we will then agree to an abatement of £ per annum.

We will also agree to an abatement of £† if, in lieu of Conditions 6, 7, 8, and 9, the Postmaster General has merely power to require the withdrawal, from the service, of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of £† , if not only this Tender be accepted, but our Tender also for the service between and .

If the Contract be made for six years certain, we will agree to a yearly abatement of £ from the subsidy.

We propose as our sureties, in the penalty of 20,000 *l.*, Mr. of , and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the ; in failure of which we agree to pay to the Postmaster General the sum of 10 *l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th Conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the , and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times we agree to pay to the Postmaster General a like sum of 10 *l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 20,000 *l.*

We agree to commence the service on the ‡ ; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to the Postmaster General the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 20,000 *l.*

And we agree to execute a contract for the performance of the said service, according to the said Conditions marked (A).

We are, &c.

(Signature.)

(Address)

The Secretary of the Post Office.

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* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Aden and Yokohama" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the Conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† It is not compulsory to fill up these blanks.

‡ It is very desirable that the service should commence on the 1st February 1868, but the parties tendering are at liberty to name a later day for the commencement, should they be unable to begin the service at the time named.

CONDITIONS,

Referred to as marked A.

1. The contractors to convey, during the continuance of the contract, Her Majesty's mails between Aden and Yokohama by steam vessels; such vessels to call on the voyage, in both directions, at Point-de-Galle, Penang, Singapore, Hong Kong, Shanghai, and Nagasaki.

2. The mails must be conveyed from Aden to Yokohama and from Yokohama to Aden in 736 hours, exclusive of stoppages; but during the prevalence of the north-east monsoon, 832 hours will be allowed for the voyage from Aden to Yokohama, and, during the prevalence of the south-west monsoon, 832 hours will be allowed for the voyage from Yokohama to Aden. The duration of the stoppages to be fixed by the Postmaster General.

3. Under the term "Her Majesty's Mails" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed, or to that in which they may have originated; also, all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by, or to, or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time; and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Aden and Yokohama within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel.

13. Should the Postmaster General require it, a room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Postmaster General, on

board each vessel. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

14. Proper accommodation and mess to be provided for an officer of the Royal Navy, in charge of the mails, and also, if required, for his servant. The Postmaster General to have power to substitute for the naval officer and his servant a civil officer of the Post Office, to take charge of the mails, and to be employed in sorting them, together with an assistant or servant. The naval or civil officers to be victualled and otherwise treated as chief cabin passengers, and their assistants and servants as fore cabin passengers; and, whilst the packet stays at any port to or from which the mails are conveyed, all of them to be allowed to remain on board.

15. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

16. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time, and place of embarking and disembarking mails.

17. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may, from time to time, require.

18. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters, other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of the Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

19. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

20. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, four of the second class, with their wives and children, and 10 of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

21. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 20th Condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

22. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the director of transport services immediately after the departure and arrival of each vessel.

23. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third-class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having

been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

24. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

25. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

26. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The Contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

27. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

28. The contractors to make any arrangements which may be required relative to quarantine.

29. Except where otherwise specified, none of the duties enumerated in the foregoing Conditions to give the contractors any claim to remuneration beyond the general subsidy.

30. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

31. The contract to continue in force until the expiration of a 24 calendar months' notice; to be given in writing at any time by either party.

32. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a resolution of the House.

33. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

34. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

35. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

36. In case of the breach of the 35th Condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

37. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

38. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 20,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

39. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

POSTAL SERVICES (INDIA AND CHINA).

COPY of the ADVERTISEMENTS and FORMS of TENDER for the new POSTAL SERVICES to *India* and *China* recently issued from the POST OFFICE.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*,
23 *May* 1867.

Under 2 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 25 June 1867;—*for*,

COPY "of CORRESPONDENCE between the Treasury and Post Office relative to the Subdivision of the New EAST INDIA and CHINA MAIL SERVICE, and ADVERTISEMENT calling for TENDERS for the Service."

Treasury Chambers, 25 June 1867.

GEORGE WARD HUNT.

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 13 May 1867.

As they now stand, the forms of tender for the Indian packet service, whether between this country and Alexandria or between Suez and Bombay, while they admit of an offer for half of the service, that is, for a packet once a fortnight, do not provide for an offer for a yet smaller portion; and with respect to the China service, the forms do not provide for any division.

It is true that it is stated, as regards both services, that in a separate letter the parties tendering may suggest, for consideration, an alteration of any kind; but as it may not be clearly understood that under this statement an offer may be made for a smaller part of the service than once a fortnight in either case, and as the field of competition may thereby be somewhat restricted, I think it will be well to announce, in a specific manner, that tenders may be made for any portion of either service, as, for example, for a packet once each month of four weeks between Suez and Bombay, or for a packet once in every like period between Aden and Yokohama.

Should your Lordships approve of this course, the details of it shall be arranged with the India Office.

I have, &c.

The Lords Commissioners of the Treasury, &c. &c. &c.

(signed) *Montrose.*

The Secretary to the Treasury to the Postmaster General.

My Lord Duke, Treasury Chambers, 3 June 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your Grace's letter of the 13th ultimo, representing that, "as they now stand, the forms of tender for the Indian Packet Service, whether between this country and Alexandria, or between Suez and Bombay, while they admit of an offer for half the service, that is, for a packet once a fortnight, do not provide for an offer for a yet smaller portion; and with respect to the China service, the forms do not provide for any division," and proposing "to announce, in a specific manner, that tenders may be made for any portion of either service, as for example, for a packet once each month of four weeks between Suez and Bombay, or for a packet once in any like period between Aden and Yokohama."

I am to state that my Lords approve of the course of proceeding which your Grace proposes to adopt in this matter.

I am, &c.

The Postmaster General, &c. &c. &c.

(signed) *George Ward Hunt.*

ADVERTISEMENT calling for TENDERS for the SERVICE.

CONTRACTS for the Conveyance of the MEDITERRANEAN, EAST INDIA, CHINA, and JAPAN MAILS.

HER Majesty's Secretary of State for India in Council and the Postmaster-General hereby give further notice, that persons willing to contract for the conveyance of Her Majesty's Mails between—

(1). Southampton and Alexandria,
(2). Marseilles and Alexandria,
(3). Brindisi and Alexandria (as an alternative route with that between Marseilles and Alexandria),
(4). Suez and Bombay,
(5). Aden and Yokohama, or
(6). Calcutta and Yokohama (as an alternative route with that between Aden and Yokohama),

may tender, not only for any one of these services, or for two or more of them in combination, but for a single packet per month; as, for example, for a packet once each month of four weeks between Suez and Bombay, or for a packet once in every like period between Aden and Yokohama.

No tender will be received after one o'clock on Monday, the 16th of September next.

Printed forms of tender may be obtained on application, personal or written, at the India Office or the General Post Office.

Herman Merivale, Under Secretary of State.
June 1867. *John Tilley*, Secretary to the Post Office.

POSTAL SERVICES (INDIA AND CHINA).

COPY of CORRESPONDENCE between the Treasury and Post Office relative to the Subdivision of the new EAST INDIA and CHINA MAIL SERVICE, and ADVERTISEMENT calling for TENDERS for the Service.

(*Mr. Hunt.*)

Ordered, by The House of Commons, *to be Printed,*
25 *June* 1867.

Under 1 *oz.*

COPY of CONTRACT with the SPANISH WEST INDIA MAIL STEAM PACKET COMPANY for the CONVEYANCE of HER MAJESTY'S MAILS betwixt *St. Thomas* and *Havana*, and intermediate Ports.

ARTICLES of AGREEMENT made this 29th day of August 1866, between The Right Honourable the *Duke* of *Montrose*, Her Britannic Majesty's Postmaster General for the time being of the one part, and Messrs. *San Pelayo y Herrera* of Havana, proprietors and contractors of the Spanish West India mail steamers (hereinafter called the contractors) of the other part: Witness that the contractors for themselves, their executors, administrators, and assigns, hereby covenant with Her Majesty's Postmaster General for the time being, his executors, administrators, successors, and assigns, in manner following, that is to say :—

1. THAT the contractors will at all times during the continuance of this agreement, or so long as the whole or any part of the service hereby agreed to be performed, ought to be performed in pursuance thereof, provide, keep seaworthy, and in complete repair and readiness, for the purpose of conveying a mail agent with all her Majesty's mails (in which term "mails" all boxes, bags, or packets of letters, newspapers, books, or printed papers, and every other article sent by the post to whatever country or place they may be addressed, or in whatever country or place they may have originated, and all empty bags, empty boxes, and other stores, and articles used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office are agreed to be comprehended,) which shall at any time, and from time to time by the Postmaster General or any of his officers or agents, be required to be conveyed as is hereafter provided, from the Island of St. Thomas to the City of Havana, and any or all of the intermediate ports mentioned in the accompanying itineraries,* certain efficient steamers now in possession of the contractors and employed by them in the conveyance of the Spanish mails, passengers, &c., betwixt Havana, St. Thomas, and the intermediate ports, aforesaid.

2. That the vessels, or any vessel which may be substituted for those now employed as hereinafter provided, shall, during the continuance of this agreement, be always furnished with all appropriate equipments, and be manned with competent and sufficient officers and crew, in conformity with the navigation laws of Spain.

3. That the vessels so equipped and manned as aforesaid shall, on and not earlier than the evening of the 2nd and 16th, and not later than the 3rd and 17th of every calendar month (March excepted, when they shall remain till the evening of the 4th if required), and as soon as the said agent shall have embarked with the mails, put to sea from St. Thomas aforesaid, and shall proceed thence to Havana (touching at the intermediate ports) aforesaid, upon the days fixed in the said itineraries, and shall there await the return mails leaving Havana upon the 1st and 17th of each month, with the mail agent on board, and touching at the intermediate ports, arrive at St. Thomas on the 12th and 28th of each calendar month.

* The Itineraries are at the end of the MS. copy of the Contract.

4. Provided always, that if the royal mail steam packets from England shall not have arrived at St. Thomas by the 3rd or 17th evening of any calendar month (or the 4th March as aforesaid), it shall be lawful for the contractors to despatch the said vessels from St. Thomas, without longer waiting for the mails.

5. On each such voyage as aforesaid, the contractors shall convey in the said vessels, free of charge, the aforesaid mail agent, and provide him with one of the ship's boats to embark and disembark the mails at each of the ports and places hereinbefore mentioned, from or to which the vessel is to arrive and start in the performance of this service.

6. That this agreement being for service in connection with that of the Royal Mail Company, if at any time or times the Postmaster General shall desire to alter the particular days, times, or hours of departure from or arrival at either of the place or places to or from which Her Majesty's mails are to be conveyed under this agreement, he shall be at liberty to do so on giving three calendar months' previous notice in writing of such his desire, to the contractors, and if such alteration of time be incompatible with the engagements already existing between them and the Spanish Government, the Postmaster General upon due notice being given, shall accept that time as the final termination of this agreement.

7. That the particular days, times, and hours of departure from and arrival at any of such ports or places which may be appointed by any such alterations under the preceding clause, shall for the time being be deemed to be the days, times, and hours of departure and arrival of mails under this agreement, and shall be observed and kept by the contractors accordingly.

8. That the contractors and all commanding and other officers of the vessel for the time being employed in the performance of this agreement, and all agents, seamen, and servants of the contractors, shall at all times punctually attend to the due claims of the Postmaster General, his officers, and agents, as to the mode, time, and place of landing, delivering, and receiving mails, provided that those due claims are not opposed to the laws of Spain, or to the engagements of the contractors to the Spanish Government.

9. Provided always that in the event of any interference of the Spanish authorities with the present mode of collecting, receiving, or forwarding the mails by the agents of the Postmaster General on the ground that they are carried under the Spanish flag, this agreement shall be absolutely terminated.

10. That in consideration of the due and faithful performance by the contractors of all the services hereby agreed to be by them performed, Her Majesty's Postmaster General doth hereby covenant that there shall be paid to the contractors (out of such money as may be from time to time provided and appropriated by the British Parliament for that purpose), so long as they perform the whole of the said services in the manner and with the vessels hereinbefore mentioned, the sum of 1,200 *l.* per annum, to commence as from the 28th day of June 1866, and to be paid in equal quarterly payments on the 28th day of September, the 28th day of December, the 28th day of March, and the 28th day of June in each year; with a proportionate part thereof should this agreement be determined on any other than one of those hereinbefore mentioned; and the aforesaid consideration shall be received by the contractors as full compensation for all costs and expenses which they may incur or be put to by reason of all and singular the services hereby contracted to be performed.

11. And it is hereby further agreed and declared between and by the parties to these presents, that if at any time during the continuance of this agreement, or after the determination thereof, any dispute shall arise between the parties hereto concerning any breach by or on the part of the contractors of this agreement, or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same, or concerning any of the covenants, matters or things herein contained, or in anywise relating thereto, and notwithstanding the power herein contained to determine this agreement, and any

execution

execution or attempted execution of such power, such dispute shall be referred to two arbitrators, one to be chosen from time to time by the Postmaster General, and the other by the contractors, and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire, to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire when the said arbitrators cannot agree, shall be binding and conclusive upon both parties.

12. This agreement shall commence on or as from the 28th day of April 1866, and shall continue in force so long and so long only as a certain agreement, dated the 22nd day of July 1863, and expressed to be made between the said Postmaster General of the one part, and the Royal Mail Steam Packet Company of the other part, shall continue in force.

13. Provided also, that it shall be lawful for either party to this agreement to determine it by giving six calendar months' notice in writing to the other party of his or their desire so to do; and such notice, if given by the contractors, shall be signed by them or by some agent duly authorised on their behalf, and sent by post to the Postmaster General at the General Post Office in St. Martin's-le-Grand, London; and such notice, if given by the Postmaster General, shall be signed by him or his Secretary for the time being, and shall be sent by post to the last known office of the said contractors.

14. In case any vessel or vessels employed by the contractors in the before-mentioned service be lost or disabled, or should they from any other cause not arrive at their several ports of destination on the days agreed upon, the contractors shall despatch another steam vessel or vessels with the agent and mails aforesaid as fit for the efficient performance of the said service as those which they replace as soon as circumstances will permit.

15. That the contractors shall not assign, underlet, or dispose of this agreement, or any part thereof without the consent of the Postmaster General signified in writing under his hand, or under the hand of the Secretary or any of the Assistant Secretaries of the Post Office, and that in case of the same, or any part thereof being assigned, underlet, or otherwise disposed of, or of any great or habitual breach of this agreement, or any covenant, matter, or thing herein contained on the part of the contractors, their officers, agents, or servants, it shall be lawful for the Postmaster General, if he shall think fit (and notwithstanding there may or may not have been any former breach of this contract), by writing under his hand or writing under the hand of the Secretary or one of the Assistant Secretaries of the Post Office, to determine this agreement without any previous notice to the contractors, or to their agents, nor shall the contractors be entitled to any compensation in respect of such determination, and such determination shall not deprive the Postmaster General for the time being of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of this contract.

16. That all notices and directions which the Postmaster General, his officers, agents, or others, are hereby authorised to give to the contractors, their officers, servants, or agents, other than any notice of termination of this contract, may, at the option of the Postmaster General, his officers, agents, or others, shall be delivered in writing to the master of any of the said vessels, or other officer or agent of the contractors in the charge or management of any vessel employed in the performance of this agreement, or left for the contractors at their office or house of business in Havana, aforesaid; and any notices or directions so given or left, shall be binding on the contractors, their officers, servants, or agents.

17. That in pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George Third, entitled "An Act for restraining any Person concerned in any Contract, Commission, or Agreement made for the Public Service, from being elected, or sitting and voting as a Member of the House of Commons," no Member of the House of Commons

shall be admitted to any share or part of this agreement, or to any benefit to arise therefrom, contrary to the true intent and meaning of the said Act.

18. That this agreement shall not be binding until ratified by Her Majesty's Postmaster General, and has been laid upon the Table of the House of Commons for one month, without disapproval, unless it be previously approved by a resolution of the said House of Commons.

In witness whereof we have this day attached our names and seals at Havana, the 29th day of August 1866.

For Her Britannic Majesty's Postmaster General,
(signed) *H. Augustus Cowper.* (L.S.)

(signed) *Sn. Pelayo y Herrera.* (L.S.)

EXPLANATORY NOTE of the Description of the Contractors in the Preamble.

Don Ramon San Pelayo, as Administrator of the Cuban General Steam Navigation Company, and Don Ramon Herrera, for himself, as proprietor, and both as Administrators of the Spanish West India and Coast of Mexico Steam Navigation Company.

(signed) *H. Augustus Cowper.*

British Consulate General, Havana,
29 August 1866.

I HEREBY certify that the foregoing contract is drawn out according to local law, that the signatures thereto are in the proper handwriting of Mr. H. A. Cowper, Her Majesty's Consul at Puerto Rico, and of Senor San Pelayo, one of the partners of the firm of San Pelayo y Herrera, of this city, and, moreover, that the certificate at the end, relating to the translation, is given by the Government Interpreter, Senor Arrasha.

(signed) *W. W. Follett Synge,*
Her Britannic Majesty's Consul General in Cuba.

(Here follows the Certificate relating to the translation by the Government interpreter, Senor Arrasha.)

POST OFFICE.

CONTRACT with the SPANISH WEST INDIA MAIL STEAM PACKET COMPANY for the CONVEYANCE of HER MAJESTY'S MAILS between *St. Thomas* and *Havana*, and intermediate Ports.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed,*
8 *February* 1867.

Under 1 *oz.*

MAILS (WEST INDIES).

RETURN to an Order of the Honourable The House of Commons, dated 27 July 1866;—*for*.

RETURN "from the POST OFFICE of the following Particulars connected with the Receiving and Delivery of LETTERS carried by the ROYAL MAIL STEAM COMPANY'S VESSELS, between this Country and the *West Indies*, extending from the 2nd day of March 1864 to the 2nd day of March 1866, both Days inclusive: the Return to be made for each Day during the Period:

Mails received at Southampton.				Mails received at General Post Office, London.				Mails despatched to Provinces.*				Letters delivered to the Public at*				Time for receiving Letters for West India Mails at* for each Month.			
Date.	Hour.	Min.	A.M. or P.M.	Date.	Hour.	Min.	A.M. or P.M.	Date.	Hour.	Min.	A.M. or P.M.	Date.	Hour.	Min.	A.M. or P.M.	Date.	Hour.	Min.	A.M. or P.M.

* London.
Bristol.
Dublin.
Belfast.

(in continuation of Parliamentary Paper, No. 337, of Session 1866)."

General Post Office,
22 August 1866.

F. HILL,
Assistant Secretary.

(*Mr. Crum-Ewing.*)

Ordered, by The House of Commons, *to be Printed,*
6 *February* 1867.

RETURN from the Post Office of the following Particulars connected with the Receiving and Country and the *West Indies*, extending from the 2nd day of

RECEIPT AND DELIVERY OF WEST INDIA MAILS - - - -

Mails Received at Southampton.			Mails Received at General Post Office, London.			Mails Despatched to Provinces.						LETTERS DELIVERED TO					
						Bristol.			Dublin and Belfast.			London.			Bristol.		
Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.
1864:	H. M.		1864:	H. M.		1864:	H. M.		1864:	H. M.		1864:	H. M.		1864:	H. M.	
14 Mar.	10 25	p.m.	15 Mar.	0 4 0	p.m.	15 Mar.	8 0	p.m.	15 Mar.	8 0	p.m.	15 Mar.	paid - 2 25 unpaid 3 10	p.m. „	16 Mar.	7 0	a.m.
29 „	11 –	a.m.	29 „	2 36	„	29 „	„	„	29 „	„	„	29 „	paid - 3 30 unpaid 5 0	„ „	30 „	„	„
12 Apr.	7 30	„	12 Apr.	0 25	„	12 Apr.	„	„	12 Apr.	„	„	12 Apr.	paid - 2 27 unpaid 3 27	„ „	13 Apr.	„	„
27 „	11 30	„	27 „	3 40	„	27 „	„	„	27 „	„	„	27 „	paid - 5 30 unpaid 6 45	„ „	28 „	„	„
13 May	10 30	„	13 May	2 55	„	13 May	„	„	13 May	„	„	13 May	paid - 4 25 unpaid 5 30	„ „	14 May	„	„
27 „	11 0	p.m.	28 „	5 0	a.m.	28 „	8 30	a.m.	28 „	7 0	a.m.	28 „	- - 7 10	a.m.	28 „	1 30	p.m.
12 June	11 0	a.m.	12 June	10 5	p.m.	13 June	5 15	„	13 June	„	„	13 June	- - 7 15	„	13 June	„	„
27 „	0 30	p.m	27 „	4 30	„	28 „	„	„	28 „	„	„	27 „	paid - 7 0	p.m.	28 „	„	„
13 July	2 30	„	13 July	8 25	„	14 July	„	„	14 July	„	„	28 „	unpaid 7 0	a.m.	14 July	„	„
28 „	5 45	„	28 „	10 40	„	29 „	„	„	29 „	„	„	14 July	- - 7 0	„	29 „	„	„
12 Aug.	7 30	a.m.	12 Aug.	0 20	„	12 Aug.	8 0	p.m.	12 Aug.	8 0	p.m.	29 „	- - 7 0	„	13 Aug.	7 0	a.m.
29 „	7 15	„	29 „	11 35	a.m.	29 „	„	„	29 „	„	„	12 Aug.	paid - 2 30 unpaid 3 50	p.m. „	30 „	„	„
13 Sept.	8 15	p.m.	14 Sept.	1 0	„	14 Sept.	5 15	a.m.	14 Sept.	7 0	a.m.	29 „	paid - 1 20 unpaid 3 5	„ „	14 Sept.	1 30	p.m.
28 „	8 0	a.m.	28 „	11 40	„	28 „	8 0	p.m.	28 „	8 0	p.m.	14 Sept.	- - 7 0	a.m.	29 „	7 0	a.m.
13 Oct.	8 0	p.m.	14 Oct.	1 40	„	14 Oct.	5 15	a.m.	14 Oct.	7 0	a.m.	28 „	paid - 1 25 2 25 unpaid 4 0	p.m. „ „	14 Oct.	1 30	p.m.
28 „	8 55	„	29 „	3 0	„	29 „	„	„	29 „	„	„	14 Oct.	- - 7 10	a.m.	29 „	„	„
15 Nov.	2 15	a.m.	15 Nov.	10 25	„	15 Nov.	1 15	p.m.	15 Nov.	8 0	p.m.	29 „	- - 7 0	„	15 Nov.	7 0	„
28 „	10 40	„	28 „	3 20	p.m.	28 „	8 0	„	28 „	„	„	15 Nov.	paid - 11 40 unpaid 1 25	„ p.m.	29 „	„	a.m.
13 Dec.	11 30	„	13 Dec	4 30	„	13 Dec.	„	„	13 Dec.	„	„	28 „	paid - 4 25 unpaid 5 55	„ „	14 Dec.	„	„
31 „	8 15	„	31 „	1 5	„	31 „	„	„	31 „	„	„	13 Dec.	paid - 5 30 unpaid 6 5	„ „	1865:		
1865:			1865:			1865:			1865:			31 „	paid - 2 30 unpaid 4 0	„ „	1 Jan.	„	„
13 Jan.	2 0	p.m.	13 Jan.	8 12	„	14 Jan.	5 15	a.m.	14 Jan.	7 0	a.m.	1865:					
29 „	2 30	a.m.	29 „	1 0	„	29 „	8 0	p.m.	29 „	8 0	p.m.	14 Jan.	- - 7 0	a.m.	14 „	1 30	p.m.
12 Feb.	8 0	p.m.	13 Feb.	5 7	a.m.	13 Feb.	8 30	a.m.	13 Feb.	7 0	a.m.	30 „	- - 7 15	„	30 „	7 0	a.m.
27 „	4 0	„	27 „	8 15	p.m.	28 „	5 15	„	28 „	„	„	15 Feb.	- - „	„	13 Feb.	1 30	p.m.
15 Mar.	10 35	„	16 Mar.	5 0	a.m.	16 Mar.	8 30	„	16 Mar.	„	„	28 „	- - 7 0	„	28 „	„	„
30 „	11 0	a.m.	30 „	2 50	p.m.	30 „	8 0	p.m.	30 „	8 0	p.m.	16 Mar.	- - „	„	16 Mar.	„	„
13 Apr.	10 0	„	13 Apr.	2 5	„	13 Apr.	„	„	13 Apr.	„	„	30 „	paid - 4 32 unpaid 5 50	p.m. „	31 „	7 0	a.m.
28 „	6 0	„	28 „	11 35	a.m.	28 „	„	„	28 „	„	„	13 Apr.	paid - 3 35 unpaid 4 50	„ „	14 Apr.	„	„
13 May	3 15	p.m.	13 May	10 40	p.m.	14 May	„	„	14 May	„	„	28 „	paid - 1 22 unpaid 2 25	„ „	29 „	„	„
29 „	1 0	„	29 „	6 48	„	30 „	5 15	a.m.	30 „	7 0	a.m.	15 May	- - 7 15	a.m.	15 May	„	„
16 June	4 15	a.m.	16 June	10 30	a.m.	16 June	1 15	p.m	16 June	8 0	p.m.	30 „	- - 7 0	„	30 „	1 30	p.m.
28 „	10 0	„	28 „	3 55	p.m.	28 „	8 0	„	28 „	„	„	16 June	paid - 0 40 unpaid 1 15	p.m. „	16 June	7 0	„
13 July	8 30	p.m.	14 July	1 20	a.m.	14 July	5 15	a.m.	14 July	7 0	a.m.	28 „	paid - 4 20 unpaid 5 50	„ „	29 „	„	a.m.
28 „	2 0	„	28 „	6 30	p.m.	29 „	„	„	29 „	„	„	14 July	- - 7 0	a.m.	14 July	1 30	p.m.
12 Aug.	0 45	„	12 Aug.	6 40	„	13 Aug.	8 0	p.m.	13 Aug.	8 0	p.m.	29 „	- - „	„	29 „	„	„
30 „	10 0	a.m.	30 „	3 34	„	30 „	„	„	30 „	„	„	12 Aug.	paid - 7 0 14 „ unpaid 7 15	p.m. a.m.	14 Aug.	7 0	a.m.
12 Sept.	6 0	p.m.	12 Sept.	10 45	„	13 Sept.	5 15	a.m.	13 Sept.	7 0	a.m.	30 „	- - 5 50	p.m.	31 „	„	„
27 „	8 45	„	28 „	9 18	a.m.	28 „	„	„	28 „	„	„	13 Sept.	- - 7 0	a.m.	13 Sept.	1 30	p.m.
13 Oct.	4 0	a.m.	13 Oct.	0 55	p.m.	13 Oct.	8 0	p.m.	13 Oct.	8 0	p.m.	28 „	- - „	„	28 „	„	„
28 „	3 30	p.m.	28 „	8 25	„	29 „	„	„	29 „	„	„	13 Oct.	paid - 2 30 unpaid 3 15	p.m. „	14 Oct.	7 0	a.m.
16 Nov.	6 30	a.m.	16 Nov.	11 40	a.m.	16 Nov.	„	„	16 Nov.	„	„	30 „	- - 7 15	a.m.	29 „	1 30	p.m.
28 „	7 15	p.m.	29 „	0 20	„	29 „	5 15	a.m.	29 „	7 0	a.m.	16 Nov.	paid - 0 10 1 30 unpaid 2 0	p.m. „ „	17 Nov.	7 0	a.m.
14 Dec.	8 15	a.m.	14 Dec.	0 50	p.m.	14 Dec.	8 0	p.m.	14 Dec.	8 0	p.m.	29 „	- - 7 0	a.m.	29 „	1 30	p m.
30 „	2 0	„	30 „	10 20	a.m.	30 „	1 15	„	30 „	„	„	14 Dec.	paid - 2 30 unpaid 3 15	p.m. „	15 Dec.	7 0	a.m.
1866:			1866:			1866:			1866:			30 „	paid - 11 35 unpaid 1 35	a.m. p.m.	30 „	„	p.m.
13 Jan.	5 0	p.m.	13 Jan.	10 35	p.m.	14 Jan.	8 0	„	14 Jan.	„	„	1866:			1866:		
29 „	3 0	„	29 „	6 55	„	29 „	„	„	29 „	„	„	15 Jan.	- - 7 15	a m.	15 Jan.	„	a.m.
12 Feb.	3 15	a.m.	12 Feb.	10 15	a.m.	12 Feb.	1 15	„	12 Feb.	„	„	30 „	- - 7 0	„	30 „	„	„
2 Mar.	4 0	„	2 Mar.	10 20	„	2 Mar.	„	„	2 Mar.	„	„	12 Feb.	paid - 11 30 unpaid 1 50	„ p.m.	12 Feb.	„	p.m.
												2 Mar.	paid - 11 35 unpaid 1 5	a.m. p.m.	2 Mar.	„	„

Delivery of Letters carried by the Royal Mail Steam Company's Vessels between this March 1864 to the 2nd day of March 1866, both Days inclusive.

RECEIPT AND DELIVERY OF WEST INDIA MAILS.

THE PUBLIC AT						TIME FOR RECEIVING LETTERS FOR WEST INDIA MAILS FOR EACH MONTH AT											
Dublin.			Belfast.			London.			Bristol.			Dublin.			Belfast.		
Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.	Date.	Hours and Minutes.	A.M. or P.M.
1864:	H. M.		1864:	H. M.		1864:			1864:	H. M.		1864:	H. M.		1864:	H. M.	
16 Mar.	8 30	a.m.	16 Mar.	2 12	p.m.	17 Mar.			16 Mar.	10 0	p.m.	16 Mar.	5 30	p.m.	15 Mar.	8 35	p.m.
30 „	9 0	„	30 „	2 20	„	2 Apr.			1 Apr.	„	„	1 Apr.	„	„	31 „	„	„
13 Apr.	8 40	„	13 Apr.	2 22	„	18 „			16 „	„	„	17 „	„	„	16 Apr.	„	„
28 „	8 30	„	28 „	2 20	„	2 May			1 May	„	„	1 May	„	„	30 „	„	„
14 May	8 35	„	14 May	2 12	„	17 „			16 „	„	„	16 „	„	„	15 May	„	„
28 „	7 5	p.m.	29 „	7 0	a.m.	2 June			1 June	„	„	1 June	„	„	31 „	„	„
13 June	7 10	„	14 June	7 25	„	17 „			16 „	„	„	16 „	„	„	15 June	„	„
28 „	7 5	„	29 „	7 0	„	2 July			1 July	„	„	1 July	„	„	30 „	„	„
15 July	7 0	a.m.	15 July	„	„	18 „			16 „	„	„	17 „	„	„	16 July	„	„
29 „	7 5	p.m.	30 „	„	„	2 Aug.			1 Aug.	„	„	1 Aug.	„	„	31 „	„	„
13 Aug.	8 25	a.m.	13 Aug.	2 21	p.m.	17 „			16 „	„	„	16 „	„	„	15 Aug.	„	„
30 „	8 35	„	30 „	2 27	„	2 Sept.			1 Sept.	„	„	1 Sept.	„	„	31 „	„	„
14 Sept.	7 10	p.m.	15 Sept.	7 0	a.m.	17 „			16 „	„	„	16 „	„	„	15 Sept.	„	„
29 „	8 20	a.m.	29 „	2 27	p.m.	3 Oct.			2 Oct.	„	„	2 Oct.	„	„	1 Oct.	„	„
14 Oct.	7 10	p.m.	15 Oct.	7 4	a.m.	17 „			16 „	„	„	16 „	„	„	15 „	„	„
29 „	„	„	30 „	7 10	„	2 Nov.			1 Nov.	„	„	1 Nov.	„	„	30 „	„	„
16 Nov.	8 35	a.m.	16 Nov.	2 20	p.m.	17 „			16 „	„	„	16 „	„	„	15 Nov.	„	„
29 „	8 40	„	29 „	2 35	„	2 Dec.			1 Dec.	„	„	1 Dec.	„	„	30 „	„	„
14 Dec.	8 50	„	14 Dec.	2 20	„	17 „			16 „	„	„	16 „	„	„	15 Dec.	„	„
1865:			1865:			1865:			1865:			1865:					
1 Jan.	9 0	„	2 Jan.	7 6	a.m.	2 Jan.			1 Jan.	„	„	1 Jan.	„	„	31 „	„	„
															1865:	„	„
15 „	10 0	„	16 „	7 4	„	17 „	Without fee		16 „	„	„	16 „	„	„	15 Jan.	„	„
30 „	7 15	p.m.	31 „	7 15	„	2 Feb.	8.45 a.m.,		1 Feb.	„	„	1 Feb.	„	„	31 „	„	„
13 Feb.	„	„	14 Feb.	„	„	17 „	or		16 „	„	„	16 „	„	„	15 Feb.	„	„
28 „	7 20	„	1 Mar.	„	„	2 Mar.	with extra		1 Mar.	„	„	1 Mar.	„	„	28 „	„	„
16 Mar.	7 0	„	17 „	7 0	„	17 „	penny stamp		16 „	„	„	2 Apr.	„	„	15 Mar.	„	„
31 „	8 30	a.m.	31 „	2 22	p.m.	3 Apr.	9.0 a.m.		2 Apr.	„	„	2 „	„	„	1 Apr.	„	„
14 Apr.	9 10	„	15 Apr.	7 18	a.m.	17 „			16 „	„	„	16 „	„	„	15 „	„	„
29 „	8 35	„	29 „	2 30	p.m.	2 May			1 May	„	„	1 May	„	„	30 „	„	„
15 May	8 0	„	15 May	2 16	„	17 „			16 „	„	„	16 „	„	„	15 May	„	„
30 „	7 5	p.m.	31 „	7 28	a.m.	2 June			1 June	„	„	1 June	„	„	31 „	„	„
17 June	8 25	a.m.	17 June	1 42	p.m.	17 „			16 „	„	„	2 July	„	„	1 July	„	„
29 „	8 20	„	29 „	1 45	„	3 July			2 July	„	„	2 „	„	„	1 „	„	„
14 July	7 15	p.m.	15 July	7 0	a.m.	17 „			16 „	„	„	16 „	„	„	15 „	„	„
29 „	„	„	30 „	8 0	„	2 Aug.			1 Aug.	„	„	1 Aug.	„	„	31 „	„	„
14 Aug.	8 0	a.m.	14 Aug.	1 25	p.m.	17 „			16 „	„	„	16 „	„	„	15 Aug.	„	„
31 „	8 45	„	31 „	1 48	„	2 Sept.			1 Sept.	„	„	1 Sept.	„	„	31 „	„	„
13 Sept.	7 10	p.m.	14 Sept.	7 0	a.m.	18 „			17 „	„	„	17 „	„	„	16 Sept.	„	„
28 „	7 15	„	29 „	1 57	p.m.	2 Oct.			1 Oct.	„	„	1 Oct.	„	„	30 „	„	„
14 Oct.	8 50	a.m.	14 Oct.	1 37	„	17 „			16 „	„	„	16 „	„	„	15 Oct.	„	„
30 „	8 15	„	30 „	1 24	„	2 Nov.			1 Nov.	„	„	1 Nov.	„	„	30 „	„	„
17 Nov.	9 10	„	17 Nov.	1 23	„	17 „			1 Dec.	„	„	1 Dec.	„	„	30 Nov.	„	„
29 „	7 20	p.m.	30 „	7 0	a.m.	2 Dec.			1 „	„	„	1 „	„	„	30 „	„	„
15 Dec.	8 35	a.m.	15 Dec.	1 49	p.m.	18 „			17 „	„	„	17 „	„	„	16 Dec.	„	„
									1866:			1866:					
31 „	11 5	„	1 Jan.	7 22	a.m.	2 Jan.			1 Jan.	„	„	1 Jan.	„	„	30 „	„	„
1866:															1866:		
15 Jan.	9 10	„	15 „	1 21	p.m.	17 „			16 „	„	„	16 „	„	„	15 Jan.	„	„
30 „	8 30	„	30 „	1 26	„	2 Feb.			1 Feb.	„	„	1 Feb.	„	„	31 „	„	„
13 Feb.	8 35	„	13 Feb.	2 9	„	17 „			16 „	„	„	16 „	„	„	15 Feb.	„	„
3 Mar.	8 5	„	3 Mar.	1 55	„	17 Mar.			16 Mar.	„	„	16 Mar.	„	„	15 Mar.	„	„

MAILS (WEST INDIES).

RETURN from the Post Office of certain Particulars connected with the Receiving and Delivery of Letters carried by the Royal Mail Steam Company's Vessels between this Country and the *West Indies*, extending from 2 March 1864 to 2 March 1866, both Days inclusive.

(*Mr. Crum-Ewing.*)

Ordered, by The House of Commons, *to be Printed,*
6 *February* 1867.

3.

Under 1 oz.

RETURN to an Order of the Honourable The House of Commons, dated 6 May 1867;—*for*,

COPIES "of MEMORIALS addressed to the Postmaster General by the Merchants and others of *London* and elsewhere in 1864, 1865, and 1867, recommending *Falmouth* as a Packet Station, and of a MEMORIAL from the Chamber of Commerce of *Falmouth* in 1867:"

"Of CORRESPONDENCE between the Post Office and the Union Steam Ship Company as to the inconvenience of landing and embarking Mails at *Plymouth*:"

"And, of the RESOLUTIONS of the Committee of the House of Commons in 1841, appointed to inquire into the relative merits of the different Ports."

(*Mr. Jervoise Smith.*)

Ordered, by The House of Commons, *to be Printed*, 24 *May* 1867.

— I. —

COPIES of MEMORIALS addressed to the Postmaster General by the Merchants and others of *London* and elsewhere in 1864, 1865, and 1867, recommending *Falmouth* as a Packet Station for the WEST INDIA MAILS, and, of a MEMORIAL from the Chamber of Commerce of *Falmouth* in 1867.

— No. 1. —

MEMORIAL of the Liverpool Chamber of Commerce.

To the Right Honourable the *Lord Stanley of Alderley*, Her Majesty's Postmaster General.

The Memorial of the Liverpool Chamber of Commerce,

Humbly showeth,

THAT the Memorialists are of opinion that if Falmouth were reconstituted a packet station, especially of the West India mails, to be forwarded by special express trains, a great public advantage would be secured.

Your Memorialists therefore humbly pray that the question of resuming Falmouth as a packet station may receive from your Lordship the most favourable consideration.

Signed on behalf of the Liverpool Chamber of Commerce,

R. A. Mackie, President.

14 January 1864.

— No. 2. —

Secretary to the Liverpool Chamber of Commerce to the Postmaster General.

Chamber of Commerce, Liverpool,
14 January 1864.

My Lord,

I AM directed by the president of the Liverpool Chamber of Commerce to hand your Lordship the enclosed copy of a letter from the Falmouth Docks Company upon the subject of the dock accommodation and railway facilities at Falmouth, in connection with the question of the reconstitution of Falmouth as a packet station for West India mails, and to ask your Lordship's perusal and consideration of the same.

And I am at the same time to hand your Lordship a copy of a letter from the Underwriters' Association of this town, with respect to the delay in the delivery of the last West India mails.

I have, &c.
(signed) *William Blood*,
Secretary.

The Right Hon. Lord Stanley of Alderley,
Her Majesty's Postmaster General.

Enclosure (A.) in No. 2.

Sir, Falmouth Dock Offices, 6 January 1864.

I HAVE this day had the honour of laying your letter of the 28th ultimo, addressed to Alfred Fox, Esq., before the Board of Directors of the Falmouth Docks Company, and am directed by them to acquaint you that the depth of water in the Southampton tidal dock is 18 feet at low water, spring tides, and that in order to enable the mail steamers to start at their usual 2·30 p.m. they are previously removed three miles down the river, where they embark their mails and passengers from small steamers.

The present position of the Falmouth Docks Company is this: in our tidal dock we have a depth of water at the wharves of about 22 feet at low water, spring tides, where the largest West Indian and other mail steamers can be afloat at all times of tide, the general area of the tidal dock is now being dredged to a depth of 18 feet at low water, and the entrance channel will be dredged to the same, or a greater depth during the ensuing summer. In the meantime, mail steamers arriving at low water, spring tides, can by waiting a few hours enter the tidal dock with the present depth of water, and discharge mails and passengers at the wharf, or they can anchor in the outer harbour within a mile of the docks, and embark or disembark their mails and passengers in a small steam boat, as they now do at Southampton, at a distance of three miles.

The Cornwall Railway is now in connection with the docks, and the rail extends over the wharves; the railway carriages can therefore be placed alongside the steamer; the railway station adjoins the docks lands.

With respect to graving docks, we have two; No. 1 being 350 feet in length, by 50 feet width entrance, with a depth of 14½ feet of water over the sill at spring tides.

No. 2, length 400 feet, width of entrance 65 feet, and depth 17 feet over the sill at spring tides.

Number 2 dock would, therefore, be quite sufficient for the repair of mail steamers, which draw less than 17 feet of water when light.

But as we only apply to Government on public grounds, that the steam Companies should embark and land their mails at Falmouth, we have no right to contemplate their immediately making it their final port of destination; but should they do so, the Docks Company will at once construct a third graving dock, of a still greater capacity and depth of water, so as to take in the steamers at all times.

With respect to the transmission of the mails to London and the North, such alterations would be necessary as would enable the mails and passengers to be transmitted to and from Falmouth with the least possible delay (the letters should be assorted on the voyage home), and we should suggest that the London and North mail trains should unite or diverge at Bristol, as the case may be, so as from Bristol to Falmouth to form one train, and which should be accelerated to the utmost.

At present the time taken by the broad gauge express train to perform the distance between Paddington and Bristol, 118¼ miles, is two hours and 40 minutes, and from Bristol to Exeter, 75½ miles, is one hour and 50 minutes, and there is no reason why the remaining 118¼ miles to Falmouth should not be performed in 4½ hours, thus making the time from Bristol to Falmouth six hours and 20 minutes. No doubt the Railway Companies would be ready to enter into any reasonable arrangements for dispatching special trains on the arrival of the steamers, and they are prepared to carry the passengers and their baggage at reduced fares.

As an instance of the time that would be saved by the mail steamers landing their mails at Falmouth, instead of Southampton, I may mention as the most recent, the case of the "Parana," which arrived at Southampton on Saturday last at 2 p.m., but the letters from which were not delivered in London until the Monday following. Had Falmouth been the port of arrival, she would have arrived here about 9 p.m. on Friday, and her letters would have been delivered in London and Liverpool on Saturday.

The outward mails for a steamer departing from Southampton on a given day at 2 p.m., are for the most part virtually closed in London at 7 p.m. the day before.

If

If the same mails were sent to Falmouth, they would arrive there early on the following morning, and within about 12 hours after leaving London might be off the Lizard, and by 2 p.m., when the Southampton steamer would be still at anchor in the Solent, would be some 60 miles west of the Lizard, thus saving the entire time required to navigate between Southampton and the latter point, a period probably of 24 hours; the saving of time in the North mails would be more decided, as they would be sent direct each way.

I believe that I have now replied to the queries contained in your letter, but should the Council require any further information, it will afford my Board great pleasure to furnish it.

I am, &c.
(signed) *John Bennett*,
Secretary.

William Blood, Esq.,
Secretary Chamber of Commerce,
Liverpool.

Enclosure (B.) in No. 2.

Liverpool, 13 January 1864,
Underwriter's Rooms.

Dear Sir,

The mails from the West Indies that reached Southampton 30th December, were not delivered in Liverpool till 1·15 p.m. the following day, with the exception of a small portion, which was in time for the first delivery that morning.

I am directed by the Committee of this Association to bring the case before the Chamber of Commerce, and invite their co-operation, with that of the West India Association, in making a representation to the Postmaster General of this delay in the delivery of the last West India Mails, with the view to securing greater regularity in future.

I remain, &c.
(signed) *Thos. Court*,
Secretary.

William Blood, Esq.,
Secretary Chamber of Commerce,
Liverpool.

— No. 3. —

Secretary to the Glasgow Chamber of Commerce and Manufactures, to the Secretary to the Post Office.

Chamber of Commerce and Manufactures,
(Incorporated by Royal Charter 1783),
Glasgow, 15 March 1864.

Sir,

I beg to send herewith a Memorial by this Chamber to the Postmaster General, and request you will be kind enough to submit the same to his Lordship.

I am, &c.
(signed) *J. S. Fleming*, Secretary.

To the Secretary to the
Post Office, London.

Enclosure in No. 3.

Unto the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The humble Memorial of the Chamber of Commerce and Manufactures in the City of Glasgow, Incorporated by Royal Charter,

Showeth,

That Falmouth, from its geographical position, from the unrivalled convenience of its harbour, from its being accessible in all states of weather and at all times of tide to the largest vessels, and from the extensive dock and wharfage accommodation, possesses numerous advantages over Southampton as a Government Mail Packet Station.

 That

That the proximity of the Port of Falmouth to the Atlantic obviously renders it more easily accessible than any other port in England for vessels from the Colonial, Peninsular, Mediterranean, West Indian, and Brazilian Ports.

That the saving of time in the conveyance of letters from the North, if forwarded direct to Falmouth, would be very considerable. If the letters were to be sorted on board the homeward bound steamer, and dispatched direct from Falmouth, the saving of time would be still more considerable to all the great seats of commerce in the North of England and in Scotland.

That at Falmouth coals could be shipped cheaper, and the wear and tear and risk of Channel navigation would be avoided.

The Memorialists representing the commercial community of Glasgow are deeply interested in the acceleration of the mails to and from foreign and colonial ports, and being satisfied of the superiority of Falmouth, they would humbly submit to your Lordship the propriety of ordering an investigation into the subject; and if the statements now made shall be confirmed, the Memorialists pray that the principal establishment of the mail service may be transferred from Southampton to the Port of Falmouth.

Signed in name and by appointment of the Directors, and sealed with the Common Seal of the Corporation of Glasgow, the fifteenth day of March, Eighteen hundred and sixty-four.

L. S.

(signed) *Jno. McEwen*, Vice President.
J. S. Fleming, Secretary.

— No. 4. —

MEMORIAL of the Manchester Chamber of Commerce.

To the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster-General.

The Memorial of the Board of Directors of the Manchester Chamber of Commerce, by their Chairman,

Respectfully showeth,

THAT on the 28th day of May 1863 a letter was addressed to your Lordship by this Chamber, requesting that the mails for the Brazils and the River Plate, on their outward and homeward voyages, might be required to call at Falmouth in order that the merchants of the district might avail themselves of the additional time which would be thus afforded for their outward correspondence, and also that they might receive their letters several hours earlier than they do by the present arrangement.

That the request made by your Memorialists at that time has not been complied with.

That the port of Falmouth, by its geographical position, is admirably adapted for the purpose of a packet station, and so far back as the year 1688, and up to the year 1850, was used for that purpose.

That the only objection which can possibly have existed to the adoption of the course suggested by your Memorialists was the absence of efficient docks and communication by railway.

That this objection, however, no longer exists, the Falmouth Docks being now completed, and the port connected with the general railway system of the country.

Your Memorialists therefore pray your Lordship to take such steps as may best secure to the commercial community the advantages above set forth. And your Memorialists will ever pray, &c.

(signed) *Henry Ashworth*, Chairman.
Manchester, 16 March 1864. *Hugh Fleming*, Secretary.

— No. 5. —

H. E. Crum-Ewing, Esq., M.P., to the Postmaster-General.

20, Woodside-terrace, Glasgow,
21 March 1864.

My Lord,

I USED the freedom to address your Lordship in my own name, before leaving London, on the subject of the acceleration of the postal communication on the West India route, and I now beg to transmit a Memorial to the same effect from the West India Association here, as a more regular mode of communicating their sentiments on a matter which they deem of so great importance to their own interest as well as that of the mercantile community north of London, and especially in Scotland and Ireland.

I respectfully request your Lordship's attention to the memorial.

I have, &c.
(signed) *H. E. Crum-Ewing.*

To the Right Hon. Lord Stanley of Alderley,
Her Majesty's Postmaster General, &c. &c.

Enclosure in No. 5.

Unto the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster-General.

The Memorial of the West India Association of Glasgow,

Showeth,

THAT your Memorialists cannot but acknowledge that since the year 1860, when they last addressed your Lordship upon the very important subject of postal communication between Great Britain and the West India Colonies, there has been no just cause of complaint with regard to the regularity of the steamers.

That notwithstanding this, the time allowed for answering letters between the arrival and despatch of the mails is frequently not more than eight hours, while occasionally, as happened at the beginning of the present month, the incoming mail does not reach till after the outward mail has been dispatched.

That this occasions very great inconvenience, not only to your Memorialists, but to the large mercantile body who carry on correspondence with the Spanish Main and the coast of the Pacific.

That in the opinion of your Memorialists, the inconvenience which they suffer at present may be remedied by the following plan, for the adoption of which they understand the Royal Mail Steam Company have signified their readiness to give facilities.

First. By having the letters and other despatches "sorted" on board the West Indian steamers, as is done in other vessels in the service of the Post Office.

Secondly. By the steamers calling at Falmouth to receive and land the mails, and by having the Scotch, Irish, and North of England letter bags transmitted direct to and from Falmouth.

That your Memorialists conceive that until a system of this kind is put in practice, whereby a saving of three days at least may be effected for Scotland, and a corresponding period for other places, justice cannot be done to those parts of the Kingdom lying north of London.

Your Memorialists therefore pray that your Lordship will take the foregoing into consideration, and issue orders to have letters "sorted" on board the West Indian steamers in future, and if that is done, and Falmouth made the future port of arrival and departure for these steamers, a great boon will thereby

thereby be conferred on your Memorialists, who will then be placed almost on an equality with the West Indian merchants and traders of London, with regard to postal communication with the West Indian Colonies.

Signed in name and by appointment of the West India Association of Glasgow.

(signed) *H. E. Crum-Ewing*,
Chairman.

The Seal of the West India Association of Glasgow.

Thomas Donald,
Secretary.

Glasgow, 21 March 1864.

— No. 6. —

The Lord Provost of Aberdeen to the Postmaster General.

Council Chamber, Aberdeen,
7 April 1864.

My Lord,

I HAVE the honour to send your Lordship the accompanying Memorial of the Lord Provost, Magistrates, and Council of this city to your Lordship in favour of Falmouth being made the future port of arrival and departure of the vessels carrying the mails between this country and the Colonial, Peninsular, Mediterranean, and West Indian ports, and respectfully to request, in name of the Council, your favourable consideration thereof.

I have, &c.
(signed) *Alexander Anderson*,
Lord Provost of Aberdeen.

The Right Honourable the Lord Stanley of Alderley,
Her Majesty's Postmaster General, London.

Enclosure in No. 6.

Unto the Right Honourable Lord Stanley of Alderley, Her Majesty's Postmaster General.

The Memorial of the Lord Provost, Magistrates, and Council of the City of Aberdeen,

Showeth,

THAT your Memorialists, as representing the commercial, manufacturing, shipping, and trading interests of the City of Aberdeen, are interested in an expeditious and well-regulated postal communication between this country and the Colonial, Peninsular, Mediterranean, and West Indian ports.

That the proximity of Falmouth to the Atlantic renders it more easily accessible than any other port in England for vessels arriving from the ports above referred to.

That your Petitioners believe that if Falmouth were made a packet and landing and embarking Foreign Mail Station, letters and other despatches for Scotland would reach their destination some days before they do so by the present route from Southampton.

Your Memorialists therefore humbly pray that it may please your Lordship to give orders that Falmouth be made the future port of arrival and departure of the vessels carrying the mails between this country and the Colonial, Peninsular, Mediterranean, and West Indian ports.

Signed, in name and on behalf of the Lord Provost, Magistrates, and Council of the City of Aberdeen, and the Common Seal of the city hereunto affixed, at Aberdeen, the 4th day of April, 1864.

(signed) *Alex. Anderson*,
Lord Provost of Aberdeen.

L. S.

— No. 7. —

A. Murray Dunlop, Esq., M.P., to the Postmaster General.

My Lord, House of Commons, 8 April 1864.

I HAVE the honour to transmit a Memorial from the Chamber of Commerce of Greenock, for which I solicit a favourable consideration.

I have, &c.
(signed) *A. Murray Dunlop.*

Enclosure in No. 7.

To the Right Honourable Her Majesty's Postmaster General.

The humble Memorial of the Chamber of Commerce of Greenock, incorporated by Royal Charter,

Showeth,

THAT under the existing arrangements the mails from the West Indies and Brazil are carried by the steamers to Southampton, from whence they are dispatched to London, and there sorted for their destinations.

That the natural port of arrival for the steamers is the port of Falmouth (except at least in very unfavourable weather), and if the Scotch letters were landed there and dispatched direct, being sorted either on board of the steamer or in course of the railway transit, they would reach Scotland 12 hours sooner than they do at present; and from the great amount of business now carried on between Scotland and the West Indies and Brazil, this acceleration of communication would prove of the utmost advantage to merchants and the general public.

May it therefore please your Lordship to make such an alteration on* the present arrangements as will admit of the Scotch letters from the West Indies and Brazil being landed at Falmouth, and forwarded from thence direct to Scotland.

* *Sic. in orig.*

And your Memorialists will ever pray.

(signed) *Robert Blair*, Chairman.

— No. 8. —

The Provost of Greenock to the Postmaster General.

Council Chambers, Greenock,
My Lord, 11 April 1864.

I TAKE leave to transmit herewith a Memorial from the Town Council respecting the mails between Great Britain and the West Indian Colonies, and request that your Lordship will order that in future letters be sorted on board the steamers, and make Falmouth the future port of arrival and departure for these steamers.

I have, &c.
(signed) *Jas. J. Grieve*,
Provost.

The Right Honourable
the Lord Stanley of Alderley.

Enclosure in No. 8.

Unto the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The Memorial of the Provost, Magistrates, and Town Council of Greenock,

Showeth,

That your Memorialists, while acknowledging the regularity of the steamers carrying the mails between Great Britain and the West Indian Colonies, respectfully represent,—that the time allowed for answering letters between the arrival and dispatch of the mails is frequently very short, while occasionally the in-coming mail does not reach till after the outward mail has been dispatched.

That this must occasion very great inconvience and loss to the merchants of this town who correspond with these Colonies and the Spanish Main and Coast of the Pacific.

That in the opinion of your Memorialists the inconvenience at present suffered might be remedied by the following plan, for the adoption of which they understand the Royal Mail Steam Packet Company have signified their readiness to give facilities.

First. By having the letters and other despatches "sorted" on board the West India steamers, as is done in other vessels in the service of the Post Office.

Second. By the steamers calling at Falmouth to receive and land the mails, and by having the Scotch, Irish, and North of England letter-bags transmitted direct to and from Falmouth.

That your Memorialists conceive that until a system of this kind is put in practice, whereby a saving of three days at least may be effected for Scotland, and corresponding period for other places, justice cannot be done to those parts of the Kingdom lying north of London.

Your Memorialists therefore pray that your Lordship will take the foregoing into consideration, and issue orders to have letters "sorted" on board the West Indian steamers in future, and Falmouth made the future port of arrival and departure for these steamers, whereby a great boon will be conferred on the mercantile portion of the community.

Signed in name and by appointment of the Magistrates and Town Council of Greenock, by me, Provost of Greenock, this eleventh day of April, Eighteen hundred and sixty-four years, and in testimony whereof the Seal of the Burgh is hereto affixed.

(signed) *Jas. J. Grieve*, Provost.

L. S.

— No. 9. —

H. E. Crum-Ewing, Esq., M.P., to the Postmaster General.

My Lord, House of Commons, 11 April 1864.

I BEG to transmit a Memorial from the Provost, Magistrates, and Town Council of Paisley, which I respectfully recommend to your Lordship's favourable consideration.

I have, &c.

To the Right Hon. the Lord Stanley of Alderley.

(signed) *H. E. Crum-Ewing*, M.P. for Paisley.

Enclosure in No. 9.

Unto the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The Petition of the Provost, Magistrates, and Town Council of the Borough of Paisley, in Common Council assembled,

Humbly showeth,

That the time allowed for answering letters between the arrival and dispatch of the mails betwixt Great Britain and the West India Colonies is frequently not more than eight hours, while occasionally the incoming mail does not reach till after the outward mail has been dispatched.

That this occasions very great inconvenience to the public, but more particularly to the mercantile community.

That in the opinion of your Memorialists this inconvenience may be remedied by the following plan, for the adoption of which they understand the Royal Mail Steam Packet Company have signified their readiness to give facilities.

1st. By having the letters and other despatches "sorted" on board the West India steamers, as is done in other vessels in the service of the Post Office.

2nd. By the steamers calling at Falmouth to receive and land the mails, and by having the Scotch, Irish, and North of England letter-bags transmitted direct to and from Falmouth.

That your Memorialists conceive that until a system of this kind is put in practice, whereby a saving of three days at least may be effected for Scotland, and corresponding period for other places, justice cannot be done to those parts of the Kingdom lying north of London.

Your Memorialists therefore pray that your Lordship will take the foregoing into consideration, and issue orders to have letters "sorted" on board the West India steamers in future; and if that is done, and Falmouth made the future port of arrival and departure for these steamers, a great boon will thereby be conferred on your Memorialists, who will then be placed almost on an equality with the West India merchants and traders of London with regard to postal communication with the West India Colonies.

And your Memorialist will ever pray.

Signed in our name and behalf, and by our authority, and the common Seal of the Burgh affixed hereto, this fifth day of April, Eighteen hundred and sixty-four years.

(signed) *David Campbell*,
Provost and Chief Magistrate of Paisley.

L.S.

— No. 10. —

Secretary to the Chamber of Commerce for Birmingham and the Midland District to the Postmaster General.

Chamber of Commerce for Birmingham
and the Midland District; Offices, 34, Bennett's Hill,
Birmingham, 14 April 1864.

My Lord,

I HAVE the honour to forward (by direction of the Vice President) the accompanying Memorial from the Council of this Chamber in favour of the removal of the Station of certain mail steamers from Southampton to Plymouth or Falmouth.

I have, &c.
(signed) *John Jenkins*,
Secretary.

To the Right Hon.
the Lord Stanley of Alderley,
Her Majesty's Postmaster General, London.

Enclosure in No. 10.

To the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The Memorial of the Council of the Chamber of Commerce for Birmingham and the Midland District,

Showeth,

That the merchants, manufacturers, and traders of Birmingham, and the district which this Chamber represents, from their extensive business transactions in the different Colonial Possessions of Great Britain, as well as in Foreign States, have direct and important interests involved in the safety, dispatch, and regularity of the departure and arrival of the Foreign and Colonial mails.

That your Memorialists, having been informed that the ports of Plymouth and Falmouth have recently secured for themselves the necessary appliances for the accommodation of Her Majesty's mail steamers, most respectfully beg to urge upon your Lordship's attention their superior claims to the more eastern port of Southampton, as packet stations for mails to or from the Peninsular, Mediterranean, Brazilian, West Indian, and other Colonial ports.

That the estimated saving to Birmingham and the surrounding district in the dispatch and arrival of letters from the parts beyond sea referred to by the substitution of one of the two western ports, Plymouth or Falmouth, for Southampton, would be not less than 14 hours.

Your Memorialists therefore pray your Lordship to direct inquiries to be made into the advantages respectively possessed by the ports of Plymouth and Falmouth, with a view to the selection of such one of them as may be found most eligible as a port for the arrival and departure of the Peninsular, Mediterranean, Brazilian, West Indian, and other Colonial mail packets.

Signed on behalf of the Council,

(signed) *John S. Wright*,
Vice President.

— No. 11. —

A. Ronaldson, Esq., to the Postmaster General.

Merchants' House, Glasgow,
14 April 1864.

My Lord,

I have now the honour of transmitting to your Lordship a Memorial which was this day unanimously adopted at a meeting of this House.

From the great importance of the subject, namely, the transference of the mail packet station from Southampton to Falmouth, I doubt not it will receive your Lordship's most careful consideration.

I have, &c.
(signed) *Alex. Ronaldson*,
Dean of Guild.

To the Right Hon.
the Lord Stanley of Alderley,
Her Majesty's Postmaster General.

Enclosure in No. 11.

Unto the Right Honourable the Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The Humble Memorial of the Merchants' House at Glasgow, incorporated by Royal Charter,

Showeth,

That your Memorialists, who represent a very large proportion of the commercial community of Glasgow, are most deeply interested in the acceleration of the mails to Scotland from all foreign and Colonial Forts.

That

That it appears to your Memorialists that a very great acceleration would take place were all Foreign mails arranged inthe steamers before arrival; and further, if the port of Falmouth were substituted for Southampton as the port of debarcation.

That your Memorialists would respectfully submit to your Lordship the propriety of considering this subject, and if your Memorialists' convictions are found to be correct, that your Lordship will give directions that all Foreign mails shall henceforward be assorted on board the steamers before arrival, and that Falmouth shall be made, as formerly, the port of debarcation.

Signed and sealed with the Incorporation Seal of the Merchants' House in name and by appointment of said House at Glasgow, this fourteenth day of April, Eighteen hundred and sixty-four, by

L. S.

(signed) *Alex. Ronaldson*,
Dean of Guild.

— No. 12. —

PETITION of Merchants, Bankers, and others interested in the Trade and Commerce of the West Indies, Brazils, &c.

Unto the Right Honourable Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The Petition of the undersigned Merchants, Bankers, and others interested in the Trade and Commerce of the West Indies, Brazils, and the South and West Coast of America,

Showeth,

THAT the packet station having been removed from Falmouth for want of railway and dock accommodation, which has now been supplied in connection with the broad gauge railways to Bristol and London, the proximity of that port to the Atlantic obviously renders it more accessible than any other port in England for vessels from the Colonial, Peninsular, West Indian, and Brazilian ports, and more suitable for the embarkation and landing of the mails, saving the dangers and delays of Channel navigation, and ensuring an earlier delivery of the letters in London and the North of England, amounting in many cases to 24 hours, and sometimes to 48 hours when steamers arrive at Southampton on a Saturday afternoon, the letters then being delivered in London only on the Monday morning following, whereas by the mails being landed at Falmouth they would be delivered in London on Saturday morning.

Your Petitioners therefore pray that your Lordship will take the matter into consideration, and that Falmouth may be made the future port for the arrival and departure of the West Indian and Brazilian mails.

(signed) *Fruhling & Göschen*,
[and 65 other Signatures.]

— No. 13. —

Secretary to the West India Association of Glasgow to the Postmaster General.

44, West Regent-street, Glasgow,
9 March 1865.

My Lord,

BY desire of the West India Association of Glasgow, I beg leave to send you herewith a Memorial from that Body to your Lordship, as Her Majesty's Post-

master General, on the subject of postal communication with the West Indian Colonies, &c., and to express a hope that the Memorial will receive your Lordship's most favourable consideration.

I have, &c.
(signed) *Tho. Donald,*
Secretary.

The Right Honourable
the Lord Stanley of Alderley,
Her Majesty's Postmaster General,
London.

Enclosure in No. 13.

Unto the Right Honourable Lord *Stanley of Alderley*, Her Majesty's Postmaster General, &c. &c.

The Memorial of the West India Association of Glasgow,

Showeth,

That your memorialists very much regret to say that since they memorialised your Lordship in the month of March last, no improvement has taken place in the system of postal communication between this part of the Kingdom and the West Indian Colonies; and that the remedies which they then took the liberty of suggesting to your Lordship, for the purpose of effecting such an improvement, have not been even tried.

That the inconvenience thereby caused to your Memorialists and the rest of the mercantile community who trade and have to carry on a correspondence with the West Indies and South America, &c., is consequently very great and often detrimental; and in point of fact, according to present arrangements, too little time is given to your Memorialists to reply to letters by the first outgoing mails, and they are frequently unable to reply by them at all.

That the subject is one of such deep importance to your Memorialists, that they trust your Lordship will pardon them for bringing again under your Lordship's notice the plan which they suggested in their last Memorial for remedying the inconvenience complained of. That plan consisted of—

1. Having the letters and other despatches "sorted" on board the West India steamers, and—
2. The steamers touching at Falmouth to receive and land the mails, and by having the Scotch, Irish, and North of England letter-bags transmitted direct to and from the port in question.

Your Memorialists conceive that, were a system of this kind put into operation, a saving of three days at least might be effected for Scotland, and a corresponding period for other places, in the delivery and dispatch of these mails.

Your Memorialists are also humbly of opinion that the Inter-Colonial communication would be much improved by other arrangements, one of which would be substituting St. Lucia for Barbadoes as the point of divergence for the Trinidad and Demerara mail steamers; the latter conveying the Barbadoes mails, whilst the former would, as at present, carry the mails to St. Vincent, Grenada, &c., and Tobago.

Your Memorialists therefore earnestly pray that your Lordship will take the foregoing Memorial into consideration, and issue orders to have letters "sorted" on board the West India steamers in future; and if that is done, and the steamers made to touch at Falmouth, for the purpose of shipping and landing mails, and the other improvements suggested for the Inter-Colonial service adopted, a great boon will thereby be conferred on your Memorialists, who will then be placed almost on an equality with the West Indian merchants and traders of London, so far as regards postal communication with the West Indian Colonies.

Signed in name and by appointment of the West India Association of Glasgow, by

(signed) *Mungo Campbell*, Jun.,
Deputy Chairman.
Thomas Donald,
Secretary.

L. S.

Glasgow, 9 March 1865.

— No. 14. —

The Vice-Chairman of the Falmouth Chamber of Commerce to the Postmaster General.

Port of Falmouth Chamber of Commerce,
Falmouth, 14 March 1867.

My Lord Duke,

The Council of this Chamber have been informed that a report has been circulated that there is some hesitation with the Post Office Authorities in directing that the West India and Brazilian mails should be landed and embarked at Falmouth, on the ground that an additional staff of sorters would be required. The members of the Council can scarcely believe that the report is correct; but they have requested me respectfully to submit to your Grace that, in case the plan of sorting the mails at the port of landing should still be continued, there would not be a larger additional number of persons required for Falmouth than for Plymouth, as we presume that there are no more clerks employed in the post office at the latter port than are required to do the duty of the establishment. Presuming, however, that there would be a small additional expense incurred for sorters in order to expedite the mails, we are quite sure, from the communications we receive from the different Chambers of Commerce, that such small expense would be more than compensated by the great advantages which would be derived by the Country in the landing and embarking the mails at Falmouth.

I am requested further respectfully to submit to your Grace that the paramount advantage possessed by Falmouth, from its peculiar geographical outline, in being enabled during daylight to telegraph the advent of the steamers one or more hours before anchoring, is unique compared with all other Western ports, and is already, by anticipation, very much appreciated by the commercial public.

I am, &c.
(signed) *Robt. R. Broad*,
Vice-Chairman of the Chamber.

His Grace the Duke of Montrose,
Her Majesty's Postmaster General, London.

— No. 15. —

The President of the Manchester Chamber of Commerce to the Postmaster General.

Chamber of Commerce, Manchester,
21 March 1867.

May it please your Grace,

The Directors of this Chamber are informed that the selection of a port the most suitable for the receipt and embarkation of the West Indian, Brazilian, and other mails, will shortly be brought under the consideration of Government.

This Chamber has, by letter and Memorial to the Postmaster General, the former under date 28th May 1863, and the Memorial in March in the following year, brought under notice the advantages to be derived from the selection of Falmouth as such a port.

Representatives from this Chamber have also, during the past year, accompanied Deputations to the Postmaster General and the Colonial Secretary, respectively, and who, in the commercial interests of the Kingdom, have strongly urged the claims of Falmouth in respect of its geographical position, its excellence as a port, together with the advantage it now possesses of being brought into connection with the great railway system of the Country.

The selection of Falmouth would therefore be the means of greatly accelerating the transmission of letters to the manufacturing districts of the North, and also to London and other parts of the Kingdom.

This Chamber, being still impressed with the advantages which would result from its selection, especially in respect of the postal service, would again urge its adoption on the consideration of Government.

For the reasons given, the Directors would again respectfully call the attention of the Postmaster General to the favourable consideration of this application, and in the hope that your Grace would afford its object the advantage of your approval and support.

I have, &c.
(signed) *Malcolm Ross*, President.

His Grace the Duke of Montrose,
Postmaster General, &c. &c. &c.

— No. 16. —

G. J. Göschen, Esq., M.P., to the Postmaster General.

My Lord Duke, 66, Mount-street, W., 6 April 1867.

I HAVE the honour to enclose a Memorial from bankers and merchants in the City of London, praying that in the event of a change being made to a Westerly port from Southampton, Falmouth may be selected as the station for the West India packets. Permit me to assure your Grace that the names appended to the Memorial are of high commercial standing.

I have, &c.
(signed) *George J. Göschen.*

Enclosure in No. 16.

To His Grace the Duke of *Montrose*, Her Majesty's Postmaster General.

My Lord Duke,

WE the undersigned bankers and merchants interested in the trade between Great Britain and the West India Islands, South America, New Zealand, and Australia, now having postal communication *viâ* the Pacific, learning that it has been decided to adopt a Western port for the landing and embarking of the mails from and to the above parts of the World, take this opportunity of respectfully expressing our opinion that it is highly desirable that the most Westerly port be decided on, and that the maximum advantage to commercial interests would be obtained by Falmouth being selected for the above purpose.

We would further beg to call your Grace's attention to the fact that vessels can be sighted at Falmouth many miles off, and that it possesses telegraphic communication with all parts of the United Kingdom, which is of the greatest consequence to commercial interests, more especially in the case of the outward mails.

(signed) *Prescott, Grote, Cave & Co.*
[and 123 other Signatures.]

— II. —

COPIES of CORRESPONDENCE between the Post Office and the Union Steam Ship Company as to the inconvenience of Landing and Embarking Mails at *Plymouth*.

— No. 1. —

Secretary of Union Steam Ship Company to Assistant Secretary of Post Office.

Union Steam Ship Company, Limited,
Southampton, March 31 1866.

Sir,

I AM instructed by the Directors to submit for the approval of the Postmaster General, Tables of Dates for the Company's Postal Services extended to Point de Galle.

The changes proposed in the direct service between this Country and the Cape are, to fix the departures of the packets from the Cape for England on a later date than heretofore, and to give six instead of 12 hours at St. Helena and Ascension, as those Islands will in future receive their mails from England earlier than by the old arrangement, and 12 hours for replies will not be required.

I am also instructed by the Directors to request that the Postmaster General will be pleased to change the port of departure and arrival in England from Devonport to Southampton. No additional time is asked, though the voyage by the proposed change would be somewhat lengthened, and in proposing this change the Directors believe the postal service will be benefited.

I have, &c.
(signed) *G. Y. Mercer*, Secretary.

F. Hill, Esq.

P.S.—The Directors desire that the Postmaster General at Cape Town should not have the power to delay the departure of the packet for England, unless the packet arriving at Table Bay from Mauritius is after time.

Enclosure in No. 1.

TABLES showing the proposed MOVEMENTS of the CONTRACT MAIL PACKETS of the UNION STEAM SHIP COMPANY.

Atlantic or Western Route.			Galle, or Eastern Route.						Mail arrives in London by Overland Route.	Mail leaves London by Overland Route.	Galle, or Eastern Route.						Atlantic, or Western Route.			
Leave Southampton 2 p.m. (A.)	Arrive at and leave St. Helena.	Arrive at Table Bay.	Leave Table Bay. (B.)	Leave Port Elizabeth.	Leave Natal.	Arrive at Mauritius.	Leave Mauritius.	Arrive at Galle.			Leave Galle.	Arrive at Mauritius.	Leave Mauritius.	Leave Natal.	Leave Port Elizabeth.	Arrive at Table Bay.	Leave Table Bay.	Leave St. Helena. (C.)	Leave Ascension. (C.)	Arrive at Southampton.
	About																	About	About	
10 May -	7 June -	17 June -	17 June -	20 June -	23 June -	4 July -	6 July -	17 July -	13 Aug. -	26 June -	22 July -	2 Aug.	3 Aug.	12 Aug.	15 Aug.	18 Aug.	19 Aug.	28 Aug.	1 Sept.	27 Sept.
11 June -	8 July -	19 July -	19 July -	22 July -	25 July -	5 Aug. -	6 Aug. -	17 Aug. -	13 Sept. -	26 July -	21 Aug. -	1 Sept.	2 Sept.	11 Sept.	14 Sept.	17 Sept.	19 Sept.	28 Sept.	2 Oct.	28 Oct.
10 July -	7 Aug. -	17 Aug. -	17 Aug. -	20 Aug. -	23 Aug. -	3 Sept. -	6 Sept. -	17 Sept. -	14 Oct. -	27 Aug. -	22 Sept. -	3 Oct.	4 Oct.	13 Oct.	16 Oct.	19 Oct.	19 Oct.	28 Oct.	1 Nov.	27 Nov.
10 Aug. -	7 Sept. -	17 Sept. -	17 Sept. -	20 Sept. -	23 Sept. -	4 Oct. -	6 Oct. -	17 Oct. -	13 Nov. -	26 Sept. -	22 Oct. -	2 Nov.	3 Nov.	12 Nov.	15 Nov.	18 Nov.	19 Nov.	28 Nov.	2 Dec.	28 Dec.
10 Sept. -	9 Oct. -	18 Oct. -	18 Oct. -	21 Oct. -	24 Oct. -	4 Nov. -	6 Nov. -	17 Nov. -	14 Dec. -	26 Oct. -	21 Nov. -	2 Dec.	3 Dec.	12 Dec.	15 Dec.	18 Dec.	19 Dec.	28 Dec.	1867: 1 Jan.	1867: 27 Jan.
10 Oct. -	7 Nov. -	17 Nov. -	17 Nov. -	20 Nov. -	23 Nov. -	4 Dec. -	6 Dec. -	17 Dec. -	1867: 13 Jan. -	26 Nov. -	22 Dec. -	1867: 2 Jan.	1867: 3 Jan.	1867: 12 Jan.	1867: 15 Jan.	1867: 18 Jan.	1867: 19 Jan.	1867: 28 Jan.	1 Feb.	27 Feb.
10 Nov. -	8 Dec. -	18 Dec. -	18 Dec. -	21 Dec. -	24 Dec. -	1867: 4 Jan. -	1867: 6 Jan. -	1867: 17 Jan. -	13 Feb. -	—	—	—	—	—	—	—	—	—	—	—
Dec. 11 -	1867: 8 Jan. -	1867: 18 Jan. -	1867: 18 Jan. -	1867: 21 Jan. -	1867: Jan. 24 -	4 Feb. -	6 Feb. -	17 Feb. -	11 Mar. -	—	—	—	—	—	—	—	—	—	—	—

Note (A.)—When the 10th of the month falls on Sunday, the Packet will leave Southampton on the following day.

Note (B.)—In the event of the Packet from Southampton arriving at Table Bay 48 hours or more before it is due, this departure may take place 48 hours earlier than the time set down; the departures from Port Elizabeth and Natal, being in like manner accelerated by 48 hours; and in case of an arrival at Table Bay less than 48 hours, but more than 24 hours before due, then the departures of this mail may be made 24 hours earlier.

Note (C.)—In the above Table, six hours are allowed on the homeward voyage for stoppage at St. Helena, and six hours for stoppage at Ascension.

(signed) *G. Y. Mercer*,
Secretary.

— No. 2. —

Secretary of Union Steam Ship Company to Assistant Secretary of Post Office.

Union Steam Ship Company, Limited,
Southampton, 12 April 1866.

Sir,

The next packet sailing with the Cape mails, 10th May, commences the service to Point de Galle, and the Directors are desirous of making arrangements for her departure from Southampton, instead of Devonport, so as to make this change at the same time as the extended service begins. They would, therefore, feel obliged if the Postmaster General will take into consideration as early as convenient their proposal for changing the port of departure. The Directors considered the advantages of the proposed change, in regard to postal requirement, so manifest, that they did not think it necessary in their letter of 31st March to urge its acceptance upon the Postmaster General, especially as no extension of time was asked for the sea voyage.

I have, &c.
(signed) *G. Y. Mercer*, Secretary.

F. Hill, Esq.

— No. 3. —

Assistant Secretary of Post Office to Secretary of Union Steam Ship Company.

(31,243.)

Sir,

General Post office, 25 April 1866.

With reference to your letter of the 31st ultimo, in which you requested, on behalf of the Directors of the Union Steam Ship Company, that the port of departure and arrival in England of the Cape of Good Hope mail packets might be changed from Plymouth to Southampton, I am directed by the Postmaster General to request that you will state to the Directors that he has received a Memorial from the Chamber of Commerce at Plymouth praying that such a change may not be made, and setting forth the advantages of Plymouth over Southampton as a packet station.

His Lordship desires me to transmit to you a copy of this Memorial, together with a copy of a letter, since received from the Chamber, enclosing a statement made by the Master of the steamer "Avoca" in corroboration of the views expressed in the Memorial, and I am to request that you will favour the Postmaster General with any observations which the Directors desire to offer on the subject.

The Chamber of Commerce state their intention of sending supplemental evidence on this question in a few days, and such evidence when received will be in like manner referred for the observations of the Union Steam Ship Company.

I am, &c.
(signed) *F. Hill.*

G. Y. Mercer, Esq.
Union Steam Ship Company,
Southampton.

Enclosure (A) in No. 3.

To the Right Honourable Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

This Memorial of the Chamber of Commerce of the Port of Plymouth

Showeth,

Your Memorialists, having been informed that the Postmaster General has received a proposal from the Union Steam Ship Company to make Southampton instead

instead of Plymouth the port for the arrival and departure of the Cape mail packets, stating that they are prepared to convey the mails in the same time to and from Southampton that is now allowed to and from Plymouth, notwithstanding the increased length of the sea passage, beg respectfully to call your Lordship's attention to the following facts:—

1. That the Cape mail packets have uniformly delivered their mails at Plymouth within the time allowed, generally from one to five days before the time under the contract had expired; thus showing rather that the time allowed is longer than necessary and sufficient to permit their reaching Southampton within the stipulated period, than that Southampton possesses any superiority over Plymouth.

2. That although the Union Steam Ship Company state that they are prepared to convey the mails to and from Southampton in the same time allowed for Plymouth, it does not follow that they will deliver them at Southampton in the same time that they have uniformly delivered them, or can deliver them, at Plymouth.

3. That Memorials have repeatedly been presented from numerous Bodies of merchants throughout the Kingdom, representing the inconvenience and delay occasioned by the long Channel passage to Southampton now performed by the mail packets, attended as it is by the dangers of collision, the intricacy of the navigation in entering the Solent, and the prevalence of fogs off that coast, and praying the Postmaster General to select a more Western port for a mail packet station.

4. That the time lost between Plymouth and Southampton is inevitably 12 hours by sea, and in certain conditions of weather a great deal more.

5. That, having in view the general question of a Western mail packet station, your Memorialists beg reference to the Memorials heretofore presented to the Postmaster General by your Memorialists, as well as by numerous other Bodies of merchants much interested in the early delivery of letters by the over-sea mails, although they do not deem it within the scope of their duty on the present occasion to enter largely upon the advantages peculiar to this port by reason of its geographical position, its open navigation by day or night, its easy approach at all times of tide, its freedom from rocks and sands; thus affording to steam ships of the largest burthen facilities which may be truly said to exceed those presented by any other port.

6. Your Memorialists have already placed on record many details relating to these points in the Memorials addressed to Her Majesty's Postmaster General on the 1st December 1862, and 18th March 1864 (copies of which are appended). They, therefore, respectfully urge on your Lordship that an inquiry be instituted with a view to the selection of the most suitable port for a mail packet station, when they will be prepared to submit such evidence as shall fully establish the position taken by your Memorialists in claiming a superiority for Plymouth over all other ports for the mail packet service.

And your Memorialists will ever pray,

Plymouth, 14 April 1866. (signed) *Morley*, Chairman.

Sub-Enclosure 1, in Enclosure (A).

To the Right Honourable Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

This Memorial of the Chamber of Commerce of the Port of Plymouth

Showeth,

That your Memorialists have heard that fresh Contracts are about to be taken for the conveyance of mails to the Cape of Good Hope.

That these mails have been embarked and landed at Plymouth from the commencement of the service by the present Contractors, and during the entire period of their Contract the mails have arrived and been despatched in every instance within the postal time.

That such regularity may in a great measure be attributed to the advantageous position of Plymouth as a packet station, namely, the free and open communication at all times, and in all states of wind and weather and tides, with the English Channel, to and from which the Eddystone Lighthouse (situate only 10 miles from another lighthouse on the Plymouth Breakwater) is a sure and constant guide by night or day, and the security of its harbour

is

is so great that the mails have always been landed and embarked without any difficulty or detention arising from bad weather.

That there is no other port to the Westward possessing such facilities of ingress and egress under all circumstances, and such security within its own limits, combined with equal facilities by railways and telegraph lines for intercommunication with the Metropolis, and all other parts of the Kingdom, and certainly no port to the Eastward of Plymouth can in any way be compared with it, as it avoids the necessary delays of the Channel passage, the intricate navigation of the Needles, and is altogether free from those heavy fogs which cause the approach to Southampton to be attended with so much danger, and such frequent delays.

That although Contractors may find it convenient for the purpose of obtaining cargo to start their vessels from some other port, yet the saving of time, security for embarking, and landing mails from a port at the very entrance of the Channel, appear to your Memorialists to be of such paramount public advantage, that at all events the claims of Plymouth to be selected as the final postal port, should have the best consideration of your Lordship.

In order more fully to illustrate the advantages of its position, a tabular statement is appended, exhibiting the great saving of time not only as regards the Metropolis, but the manufacturing districts, and other great centres of commerce, and the recent re-building of the post office at Plymouth, has provided every facility for the reception, rapid sorting, and forwarding the mails.

That taking all these circumstances into consideration, your Memorialists pray that the advantages of Plymouth as a packet station may not only induce your Lordship to arrange for the continued dispatch thence of the Cape mails, but that its merits generally for this branch of the public service may cause its selection for the arrival and departure of other sea borne mails.

Signed on behalf of the Chamber, this first day of December 1862.

((signed) *James B. Wilcocks,*
Deputy Chairman.

Appendices, map of the Channel, diagram showing that the port is made as quickly from Ushant as any other, and outward ships can clear it; also tabular statement.

Sub-Enclosure 2, in Enclosure (A).

To the Right Honourable Lord *Stanley of Alderley,* Her Majesty's Postmaster General.

This Memorial of the Chamber of Commerce of the Port of Plymouth

Showeth,

Your Memorialists having heard that it is the intention of the Post-office or other Government Authorities to select a Western port in the English Channel as a mail packet station, beg respectfully to draw your Lordship's attention to the superior advantages possessed by Plymouth for such a purpose over any other port in the Channel.

Its situation at the very entrance of the English Channel, its free and open communication at all times of night and day, and in all states of wind, weather, and tides, enables it to be used by steamers of the largest burthen, its entire freedom from dangers, whether of rocks or sands, in approaching the port, and the admirable guide which the Eddystone Lighthouse affords by day as well as night, permits the navigation at all times to be made with speed and accuracy.

Of the depth of water accommodation, and safety within the port we need say nothing more than to remind your Lordship that the largest steamers afloat have often been accommodated within the merchant anchorage of the port.

That whenever the Government has caused inquiry to be made as to the eligibility of ports, Plymouth as a packet station has always been favourably reported on.

On the 12th November 1840, Mr. Barrow, Secretary to the Admiralty, informed the Treasury, by the direction of the Lords of the Admiralty:

"That they were of opinion that the ports of Dartmouth, Plymouth, and Falmouth, are each of them suitable as regards the nautical part of the question, but that if a pier were constructed at Plymouth, Plymouth would be the best place for the arrival and departure of the mail packets."

Since then a pier and docks have been constructed at the terminus of the railway.

About the same date the then Postmaster General was requested by the Treasury to express his opinion as to the above three ports, solely with reference to post-office arrangements: in reply Lord Lichfield informed the Lords of the Treasury that he considered Plymouth the most eligible of these three ports.

For many years past, Plymouth has been used by various Companies as a mail packet station, amongst others by those conveying the Cape of Good Hope, Mauritius, Ceylon, and India mails; also the mails for Australia, *viâ* the Cape, now taken overland by another Company, which previously had its head quarters at Southampton; also for the Madeira, Teneriffe, the West Coast of Africa mails, now despatched from Liverpool, the chief seat of the African trade.

The Cape of Good Hope mails have always been dispatched from Plymouth, and so continue at the present day, and the regularity with which these mails have been dispatched and landed in every instance within the postal time, is to be attributed in a great measure

to the facility with which at all times the steamers can arrive and depart from Plymouth at once from and to the open sea.

In no instance have the packets with the mails ever been prevented through any local cause from sailing from or arriving at Plymouth at the proper time.

Although Falmouth is situated geographically a little to the Westward of Plymouth, it is a well known fact that for ocean steamers shaping their course from Ushant, there is really but little difference in point of distance steamed, and Plymouth is reached as quickly as Falmouth. The mails can be landed quicker at the former port, owing to the greater speed with which Plymouth can be approached at all times; the Eddystone being sighted, there is no obstacle or danger whatever to the direct course (only ten miles into Plymouth Sound), whilst the approach and entrance into Falmouth must be made with caution, and becomes really difficult and intricate by night.

Seeing that the mails can be landed at Plymouth as soon, if not quicker, than at Falmouth, it follows that as the mail train occupies three hours between Falmouth and Plymouth, or *vice versâ*, it is evident there is a clear gain of three hours each way in the receipt and dispatch of the mails from Plymouth.

As a further proof of the advantages of Plymouth over Falmouth, Messrs. Wilcox and Anderson, the Managing Directors of the Peninsular and Oriental Company, conveying mails, wrote on the 28th of November 1837, to the Lords of the Admiralty, urging that their port of departure for the mail packet service might be changed from Falmouth to the port of Plymouth. After pointing out that the port of Falmouth does not afford accommodation for their large vessels, they say,—

> "Plymouth offers great facilities over Falmouth as a point from which to dispatch steamers so circumstanced (that is required to sail at specified periods), inasmuch as they might be in deep water close to the shore from whence under all contingencies of wind and weather, they might get on board their coals, mails, and passengers, and proceed on their voyage at any hour of the day or night. Plymouth also presents advantages in reference to the voyage which cannot be overlooked by nautical men."

The advantages in departing from Plymouth are not less apparent than those attendant on making the port; and of all the ports in the English Channel, there is not any possessing so many striking advantages and capabilities as the port of Plymouth, whether of position, as regards the safety and convenience of shipping, or as having a most important relation to the public interest in the receipt and dispatch of mails.

Upon these and many other grounds, which can be urged, your Memorialists respectfully press on your Lordship the desirability of continuing the dispatch from Plymouth of the mail packets, which at present leave from that port, and to select Plymouth for the arrival and departure of such other mails as are proposed to be removed from an Eastern to a Western port.

And your Memorialists will ever pray.

Plymouth, 18 March 1864. (signed) *Morley*, Chairman.

Enclosure (B) in No. 3.

Chamber of Commerce, Plymouth,
23 April 1866.

My Lord,

I HAVE the honour to submit to your Lordship the enclosed evidence of Captain Fudge, of the "Avoca" (S.), which distinctly gives the actual distance between Plymouth and Southampton, and the time occupied in steaming it, together with his experience (upwards of 30 years) of the respective ports.

This Chamber was prepared to give personal evidence of the accuracy of the statements expressed in the Memorial laid before your Lordship on Monday last, but they preferred to offer such disinterested evidence (of men who, in their daily practical experience of the use of these ports, must know the merits and differences of each) as will, it is hoped, satisfy your Lordship that there are great advantages, besides saving of time, in using Plymouth as a packet station. I shall have the honour to submit supplemental evidence equally disinterested in a few days,

And remain, &c.

The Right Honourable Lord Stanley,
H. M. Postmaster General.

(signed) *Thos. Jones Stevens*,
Secretary.

Sub-Enclosure in Enclosure (B).

I, the undersigned, Robert Miller Fudge, Commander of the Waterford Screw Steam Ship Company's Steamer "Acoca," of Waterford, 796 tons register, and 200 horse power, have been commanding various steam ships, and been in the trade upwards of 30 years, sailing between Dublin and London, calling at Falmouth, Plymouth, and Southampton, twice

twice each week, winter and summer, and am well acquainted with the ports of Plymouth and Southampton.

I have no hesitation in saying, that I have never found any difficulty in entering the port of Plymouth in any time of tide, wind or weather, or in any hour of the day or night; but as regards Southampton, I have frequently to "slow" the engines, and at times to stop the vessel, arising from fog or hazy weather, being unable at all times to make the Needles light, and have frequently, from this cause, lost many hours between Plymouth and Southampton; and sometimes, from inability to make the Needles passage, have been obliged to go outside, and around the Isle of Wight, and approach Southampton from Spithead, thus adding considerably to the time occupied.

The distance between a point on a fair Channel course off Plymouth to Southampton is 140 nautical miles, and under the most favourable circumstances, in powerful and fast steamers, would occupy 14 hours to reach Southampton by the Needles passage, whilst from the same point I could reach Plymouth Sound in 10 hours. With reference to the Solent, the navigation is intricate and critical, and from frequent fogs, the progress is necessarily retarded, and many times the voyage from Plymouth to Southampton has occupied 24 and 30 hours, and in the winter time, when bound to Southampton, I have frequently been obliged to remain at Plymouth some hours longer than necessary, in order not to reach the Needles passage before daylight, having strong westerly winds to assist my passage. In leaving Southampton for the Westward, it is no unusual thing that, owing to the dangers and difficulties which encumber the narrow passage, steamers are obliged to anchor for shelter under the Wight, from inability (in bad weather) to get out by the Needles passage.

In approaching or leaving Plymouth, I have never been so detained, and have always been able to enter or leave at any hour of the day or night, or in any state of the wind or tide; and having had much experience of all the Channel ports, I say there can be no comparison between Southampton and Plymouth as ports, and that Plymouth is infinitely superior in all respects to any other port, and should be selected as the Western packet station.

Plymouth possesses an advantage which can be well understood by Commanders of mail and passenger steamers, namely, an entire absence of outlying dangers, thus permitting the harbour to be approached by the largest and fastest mail steamers at full speed up to the moment of dropping the anchor; the Eddystone, which is only 10 miles in a direct line off the port, being a light by night and a beacon by day.

I hold the Board of Trade certificate as Channel Pilot for London, Portsmouth, Plymouth, and Belfast; and that of the Trinity House for Southampton and Falmouth.

Plymouth, April 23rd, 1866.

(signed) *Robert Miller Fudge*,
Captain of the "Avoca" (s.)

Witness to the signature of Robert Miller Fudge,
(signed) *Thos. Jones Stevens*,
Secretary to the Chamber of Commerce, Plymouth.

— No. 4. —

Assistant Secretary of Post Office to Secretary of Union Steam Ship Company.

Sir, General Post Office, 30 April 1866.

With reference to my letter of the 25th instant, I am directed by the Postmaster General to transmit to you, to be laid before the Directors of the Union Steam Ship Company, the enclosed copy of a letter from the Plymouth Chamber of Commerce, transmitting the written evidence of Commander Walker, R.N., in support of their Petition against changing the Cape Mail Packet Station from Plymouth to Southampton.

I am, &c.

G. Y. Mercer, Esq. (signed) *F. Hill.*

Enclosure in No. 4.

Chamber of Commerce, Plymouth,
27 April 1866.

My Lord,

I had the honour on the 23rd instant, of forwarding to your Lordship the evidence of the Captain of the "Avoca" (s.), and I now beg leave to enclose evidence of Commander Walker, R.N., a man of first class ability as a navigator and seaman, and, with his large experience, well able to offer his opinion. These and other depositions to follow will, I hope, satisfy your Lordship not only of the correctness of the statement made by the Deputation, but also prove to your satisfaction

satisfaction that Plymouth is the most desirable port for a Western packet station.

I have, &c.

(signed) *Thos. Jones Stevens,*
Secretary.

The Right Honourable Lord Stanley of Alderley,
Her Majesty's Postmaster General.

Sub-Enclosure.

4, Alfred-place, Plymouth,
26 April 1866.

THE undersigned William Walker, Commander of the Royal Navy, for 12 years Assistant Master Attendant at Plymouth, Queen's Harbour Master, and Sub-Commissioner of Pilotage for 12 years, and for the last 16 years, and still so, Examiner in Navigation and Seamanship for the Board of Trade at Plymouth, says as follows:—

I have on several occasions given evidence before Parliamentary Committees on the packet question, and now, at the request of the Chamber of Commerce, give the exact distances, &c., between Plymouth and Southampton, &c., to lay before Her Majesty's Postmaster General.

Steamers from the Brazils, West Indies, and all other Southern ports, in approaching the English Channel, get into latitude about 49° 25′ north, and when above Scilly, get into soundings at 40 fathoms low water, keeping in soundings of that depth in dark or foggy weather, will keep ships to the southward of the Lizard, Eddystone, and Start, and safely guide them (by soundings alone) in thick weather up towards Portland, above which soundings become irregular, and cannot be relied upon for making the Needles passage or the Channel up to Spithead and Southampton without great risk.

Mail steamers or other vessels, if bound to Plymouth, by getting into the 40 fathom line of soundings, and following the same, will by this means alone, in thick weather, or without observation, fearlessly steam for the Eddystone Lighthouse, which is only about 10 miles from Plymouth Breakwater.

Take a position in the English Channel which nearly every steam ship would make, say a point 12 miles due south from the Eddystone (where the light is visible), it will be found to be by trigonometrical surveys in—

Latitude 49° 58″ north
Longitude 4° 16″ west
} And in 41 fathoms low water.

The distances from this point in the English Channel is, by computation:—

To the mail steamers' anchorage (near Drakes Island, within) Plymouth Sound	25	nautical	miles.
To the Needles Light House (Hurst Point)	113	ditto	ditto.
To Southampton (by the Needles passage)	135	ditto	ditto.
To Southampton (by Spithead passage)	156	ditto	ditto.

Assuming mail steamers to average 10 knots per hour over the ground, the time required for steaming from the above position in the English Channel would be

To Plymouth Sound (mail steamers' anchorage)	$2\frac{5}{10}$	hours.
„ Needles Lighthouse (Hurst point)	$11\frac{3}{10}$	„
„ Southampton (by the Needles)	$13\frac{5}{10}$	„
„ Southampton (by Spithead)	$15\frac{6}{10}$	„

Therefore, the difference of time saved by using Plymouth instead of Southampton, is from 11 hours 18 minutes to 13 hours 30 minutes.

The above difference of time is the minimum under the most favourable circumstances, and is reckoned on the assumption that steamers would be able to continue the same rate of speed all the way to Southampton; but, practically, this is not to be done, for, after passing Plymouth, and getting off Portland, the Channel not only gradually contracts and the dangers of collisions are greater, but in the finest weather, and under the most favourable circumstances, the Needles passage is narrow and intricate; and the Solent Channel, though deep enough, is bordered by shoals and sandbanks to such an extent that it is imperative to steam with caution and reduced speed, which of course increases the difference of time, and in thick, hazy weather, and fogs, to which Southampton Water is much subjected, this difference is increased by many hours.

The approach to Plymouth, on the contrary, is entirely free from outlying or local dangers, and there is no visible or hidden obstruction, and such ample depth of water, that at all times of tides and in all hours of the night or day, steamers of the largest burthen and greatest speed can continue their passage for Plymouth Sound to within a short period of anchoring at their average rate of steaming.

Speaking from an enlarged experience of 58 years in positions of responsibility afloat and on shore, with an intimate knowledge of all the ports in the Channel, I say without hesitation

hesitation that there is none so suitable in all respects for a western packet station as Plymouth.

(signed) *William Walker*, Commander, R. N.
Examiner in Navigation and Seamanship.

Witness to the Signature of W. Walker,
(signed) *Thomas Jones Stevens*,
Secretary to Plymouth Chamber of Commerce.

— No. 5. —

Assistant Secretary of Post Office to Secretary of Union Steam Ship Company.

Sir, General Post Office, May 5, 1866.

With reference to the correspondence which has taken place on the proposal of the Union Steam Ship Company to make Southampton instead of Plymouth the station for their Cape Mail Packets, I am directed by the Postmaster-General to transmit to you the enclosed copy of a further letter from the Plymouth Chamber of Commerce in opposition to this plan.

I am, &c.,
G. Y. Mercer, Esq. (signed) *F. Hill.*

Enclosure in No. 5.

Chamber of Commerce,
My Lord, Plymouth, May 3, 1866.

I have the honour to forward to you the statements of Captain Croft, of the "Cormorant" (s), and Captain Holland, of the "Minna" (s), in further confirmation of the saving of time between Plymouth and Southampton, and the superiority of the former port.

I am to express the hope that these statements of nautical and experienced men will fully justify the arguments and statements of this Chamber in their interview with your Lordship.

I have, &c.
The Right Honourable (signed) *Thomas Jones Stevens.*
Lord Stanley of Alderley,
H. M. Postmaster General.

Sub-Enclosure 1.

I, the undersigned, Captain Francis John Croft, Commander of the steamship "Cormorant," 798 tons register, and 300 horse power, have been in command of passenger and troop steam ships for 13 years, during which time I have been constantly employed in the coasting trade, and am well acquainted with all the Channel ports, especially Plymouth, which port I have been going in and out of for some years both by night and day, and in all weathers.

I consider Plymouth by far the most eligible port in the Channel as a port of call, being perfectly free from all outlying dangers, having a wide, deep-water channel, with a leading light to steer for, whereby the largest steamers can run in and anchor in any weather, either by day or night, in safety.

This is not the case with Falmouth, which has outlying dangers, a narrow entrance, and is often crowded with shipping waiting for orders, which renders it difficult for a large ship to enter by day, and almost impossible by night.

Plymouth, in addition to being free from the narrow, dangerous, and intricate navigation of the Needles passage, and Solent, leading to Southampton, has the advantage of being about 140 miles to the Westward, which would enable a mail packet to land the mail at 11 or 12 hours sooner than it could be landed at Southampton under the most favourable circumstances; but the difference would often be much greater in foggy or hazy weather.

Plymouth has also a greater advantage in having the Eddystone Lighthouse within 10 miles of the port, and visible at 12 miles further at sea; so that steamships from the Southward can steer direct for the port at full speed.

I do not reside in, nor do I belong to Plymouth, but I give my unbiassed opinion that in all respects, it is by far the best port in the Channel as a Western mail packet station; and if I were in command of a mail steamer, my anxiety would be very much lessened if I

had to make and sail from Plymouth instead of Southampton, or any other port in the Channel.

(signed) *F. J. Croft*, Master S. S. "Cormorant."

London, 2 May 1866.

Sub-Enclosure 2.

Plymouth, 27 April 1866.

THE undersigned, Richard Holland, Commander of the screw steam ship "Minna" of Cork, 637 tons register, and 250 horse-power, has been for the last 14 years trading between Ireland and London, in command of various steam ships, calling at Falmouth, Plymouth, and Southampton, says as follows:—

That during the whole of the above period he has always been able to enter into and leave Plymouth with the greatest freedom in all times of tide, at all hours of day or night, and in every description of wind or weather.

There are no hidden or outlying dangers, and that in making the harbour he approaches it without anxiety and with confidence.

From a given point at the entrance of the Channel which nearly all steamers make, the time occupied in reaching Plymouth, would be but little longer than Falmouth; certainly the mails could be landed and despatched from Plymouth quicker than they could reach Plymouth by rail from Falmouth, and there would be a saving of from 10 to 12 hours at least in reaching Plymouth over Southampton.

In consequence of frequent voyages to Falmouth, Southampton, and Plymouth, I am well acquainted with each of those ports, and having no interest in either one or the other, I offer my opinion without prejudice, and state, without hesitation, there are serious objections to the other two ports, which do not apply to Plymouth, and I prefer Plymouth to every other port in the Channel, and consider it in all respects to be by far the most suitable port in the English Channel for a Western packet station.

Plymouth can be approached from the Southward at full speed right into the Sound without skirting the coast at all, and on the outward passage, mail steamers can steam direct for their destination, and take their departure from the Eddystone, proceeding to the Atlantic direct without further observation.

It, moreover, has the great advantage of being able to be entered and left at high speed by day or night, thus saving much time and great anxiety.

Witness, (signed) *Richard Holland.*
(signed) *Thos. Jones Stevens*, Plymouth.

— No. 6. —

Secretary of Union Steam Ship Company to Assistant Secretary of Post Office.

Union Steam Ship Company (Limited),
Sir, Southampton, 16 May 1866.

I HAVE the honour to acknowledge the receipt of your letter of 25th April, No. 31,243, with a copy of a Memorial from the Chamber of Commerce at Plymouth, also the statement of Commander Walker, R.N., and of Mr. Fudge of the "Avoca," together with the other statements respecting the alleged superiority of Plymouth over Southampton as a mail packet station.

In answer to the statements of Commander Walker and Mr. Fudge, I beg leave to enclose letters, Nos. 1 to 8, inclusive, which will speak for themselves, as to the alleged difficulties of making the port of Southampton, and I would add (if any such evidence were wanting), that the regularities of the departures and arrivals of the mail packets of this port for the last 20 years is an additional guarantee that no such difficulties exist as are set forth specially in the statement of Mr. Fudge, to whom, it would appear, much credit is due for having survived such difficulties for so long a period as 30 years.

It is quite true that a packet, after having passed Ushant, will make Plymouth in 100 miles less distance than Southampton; but at Southampton the mails are within 2½ hours of London, while at Plymouth they are not within seven hours; so that, taking the speed of a packet at 10 miles an hour, the actual saving of time (supposing everything favourable to Plymouth) could only be 5½ hours; whereas it is notorious that the railway between Plymouth and Exeter, being only a single line, with very heavy gradients, is not adapted for high speed or special trains, so that this gain of 5½ hours is more apparent than real. With regard to the harbour of Plymouth, it is scarcely necessary to state, that in rough

rough weather we have had great difficulty and delay in landing and shipping the mails, and that instances have occurred when it has been quite impossible for the ship to communicate with the shore. At Southampton the packet lies along the quay in dock.

In conclusion, I beg to be allowed to report, that in requesting permission to embark and land the mails at Southampton, instead of at Plymouth, the Directors do not ask for any additional time, notwithstanding the voyage will be to them 100 miles longer than at present, and in view of the proposed alterations in the dates of the arrivals of the packets consequent upon the extension of the service to Galle, the two days to be saved by the packet leaving Southampton on the 10th of the month instead of the 8th, will be of the greatest assistance to the company.

I have, &c.
(signed) *G. Y. Mercer.*

F. Hill, Esq.

List of Enclosures.

No. 1. Letter from T. N. Bevis, Esq., Commander Royal Mail Steam Packet "Douro."
,, 2. Letter from P. M. Woolcott, Esq., Commander Royal Mail Steam Packet "Oneida."
,, 3. Letter from Mr. John Lewis, Commander South Western Steam Packet "St. Malo."
,, 4. Letter from Mr. James Goodridge, South Western Steam Packet "Brittany."
,, 5. Letter from Mr. George Clements, Commander South Western Steam Packet "Griffin."
,, 6. Letter from Mr. Wm. Turtle, Commander South Western Steam Packet "Despatch."
,, 7. Letter from F. Woolley, Esq., Commander Royal Mail Steam Packet "Shannon."
,, 8. Letter from Mr. H. B. Harvey, Commander South Western Steam Packet "Despatch," (qy. "Normandy").

Enclosure 1, in No. 6.

Sir, Southampton, 5 May 1866.

In reply to your letter of the 2nd inst., I have to state that as regards Plymouth, I have had little or no experience, but that in navigating in and out of the port of Southampton for the last 14 years, in command of a mail steamer, I can positively say that I have never found any difficulty, whatever, in the approaches to this port, further than may reasonably be looked for in any other port in the English Channel, nor do I consider there is any difficulty in entering here with a steamer, under ordinary circumstances, at any hour during the day or night, and I have always found every facility available at any hour of the night, for landing Her Majesty's mails.

I am, &c.
(signed) *T. N. Bevis,*
Commander R. M. S. "Douro."

G. Y. Mercer, Esq.

Enclosure 2, in No. 6.

My dear Sir, Southampton, 7 May 1866.

In reply to your letter asking my opinion of Southampton as a port of entry or exit for a mail steamer, I have no hesitation in saying that I consider it one of the best in the World. I have commanded one of the Royal mail steamers, since 1853, and have been through the Needles passage at all hours and seasons of the year, and I have never found any difficulty, either in leaving or entering, and every one knows that as soon as you are over the Needles Bridge you are in smooth water and comparative safety.

I am, &c.
(signed) *P. M. Woolcott,*
Commander R. M. S. "Oneida."

G. Y. Mercer, Esq.
Manager, Union Steam Ship Company.

Enclosure 3, in No. 6.

Steam Ship "St. Malo,"
Sir, Southampton Docks, 12 May 1866.

In reply to your request, in reference to the steam packet station, I think I may safely say I have ample experience of upwards of 42 years at sea, and I may say nearly constant service. I come to the conclusion that there is not a port in the United Kingdom to excel the port of Southampton; other ports may have their advantages, but to take the port as a whole, I know no other to equal it. It may be inquired what are the advantages; first, easy of access; second, at all times of tide; third, if a ship leaves the port, she has the advantage of anchorage ground for nearly 20 miles, in the event of the weather being not propitious to proceed to sea.

Trusting that this will be a satisfactory explanation,

I am, &c.
(signed) *John Lewis.*

Enclosure 4, in No. 6.

Dear Sir, Southampton 9 May 1866.

In reply to yours of the 5th, I beg to state that I have commanded merchant and mail steamers upwards of 30 years, between this port, Havre de Grace, and Channel Islands, but the last 26 years have been principally employed in carrying passengers and mails to the Channel Islands, during that time, I have crossed the Channel between 3000 and 4000 times, in all seasons of the year, and at all times of day and night, but mostly departing and arriving at night, without the slightest accident to ship or men. I can state with much pleasure and satisfaction, that I have been very rarely detained from any cause whatever, in entering or departing from the port of Southampton, and I further beg to state, that from its proximity to the metropolis, natural advantages, and central position, I consider it to be the most convenient and eligible port in the South of England, as a mail station.

The port of Southampton has also many advantages over any Western port, from its comparative short line of railway to London, thereby decreasing the ordinary and casual risk, also detention in severe winters from heavy frost and snowy weather.

I am, &c.
(signed) *James Goodridge.*
Commander of the "Brittany" Mail Steamer.

G. Y. Mercer, Esq.
Superintendent of the
Union Steam Ship Company.

Enclosure 5, in No. 6.

S. S. "Griffin," Southampton,
Dear Sir, 12 May 1866.

In reply to yours of to-day, respecting the comparative merits of Southampton and Plymouth as mail packet stations, I beg to state that Southampton, in a great many ways, has the preference over Plymouth for mail steamers; for instance, the situation of the Isle of Wight causes it to act as a natural breakwater, and protects Southampton Water much more effectually than an artificial one could do. Both the Needles and Solent passages are also easy of access, and may be navigated at any state of the tide by the largest vessels without danger.

From my experience of the two ports, as regards packet steamers, I am bound to say that Southampton is very preferable to Plymouth, both for vessels arriving or leaving.

Yours, &c.
(signed) *G. B. Clement.*

Enclosure 6, in No. 6.

Steam Ship "Dispatch," Southampton,
Sir, 14 May 1866.

With reference to your letter, dated 12th instant, as to the question of Plymouth being a far superior port of arrival and destination than Southampton for mail service, I beg to state that as Commander and Mate of 18 years' service in the South Western Railway Company's boats, carrying Her Majesty's mails to and from the Channel Islands, found no difficulty whatever in making the Needles passage in all weathers and tides. I would rather make for the Needles passage than any other port in the English Channel, Plymouth included.

After passing the Needles and coming in the Solent, no danger need be feared for ships of any size.

As regards a starting point, there is no better in the English Channel than Southampton.

I am, &c.
G. Y. Mercer, Esq. (signed) *William Turtle*, Commander.
Union Steam Ship Company.

Enclosure 7, in No. 6.

Sir, Southampton, 16 May 1866.

I have to acknowledge your favour of 2nd instant, requesting my opinion as to the comparative merits, as a port of safety for entry and exit, between Plymouth and Southampton. I beg to say, in regard to the first-named port, I am not competent to give an opinion, having had no experience of its facilities. Having commanded one of the R. M. S. P. Company's ships for a period of 18 years from the latter port, I am in a position to say with confidence that the safety, in all weathers, of entering or leaving Southampton is of a nature which I can hardly imagine to be possessed of by any other port in the South of England. The many years I have navigated to and from the port, I have never experienced any difficulty either in making it or departing therefrom.

I am, &c.
G. Mercer, Esq. (signed) *F. Woolley.*

Enclosure 8, in No. 6.

Steam Ship "Normandy," Southampton,
Sir, 16 May 1866.

In answer to yours of the 11th instant, I beg to state that I have had the command of sailing vessels and steamers plying between the port of Southampton and the Channel Islands and elsewhere for these last 30 years, and during that period I have never experienced any difficulty in entering Needles Passage or the Solent, not even in the most boisterous weather; and as a proof of the safe and easy access, you have only to look back and see the large number of steamers and sailing vessels that bore up and took shelter inside the Needles this last winter, where they were safe; and again, look at the large number of steamers that for many years have traded to and from the port of Southampton, neither having had mishap or detention, and always plenty of water for the largest and heaviest draughted vessels, and in a perfect place of safety. In fact, I consider the port of Southampton, with its numerous facilities, to be the only port fit for the arrival and departure of mails on the Southern and Western coast of England for any class of ships.

Besides, you have two entrances to the port, namely, the Needles, and the eastern entrance through Spithead. Should a vessel on her arrival off the Isle of Wight, blowing heavy with dirty weather, not like the Needles passage, he could run round St. Catherine's, taking the Man-of-War's route, and through Spithead to Southampton, thus losing no time, and when inside the Wight by either entrance, free from danger, and perfectly safe; also an easy distance from the Metropolis, whereas Plymouth and other western ports has shown this last winter that they were not safe ports, neither can they in any way be compared

with the advantages that the port of Southampton has. These are plain matter of facts, and facts are stubborn things.

I am, &c.

To G. Mercer, Esq. (signed) *H. B. Harvey*, Commander.
Secretary,
Union Steam Ship Company (Limited).

— No. 7. —

Secretary of Union Steam Ship Company to Assistant Secretary of Post Office.

Union Steam Ship Company, Limited,
Southampton, May 21, 1866.

Sir,

I HAVE the honour to enclose you another letter having reference to Southampton as a mail packet station, received from Mr. Babot, Master Mariner, in the employ of the London and South Western Railway Company, and which I have marked No. 9.

I beg, &c.
For *G. Y. Mercer*,

F. Hill, Esq. (signed) *F. Gumbrell.*

Enclosure in No. 7.

London and South Western Railway
Steam Packet Department,
Jersey, 17 May 1866.

Sir,

I AM sorry that, through illness and a death in my family, I have been prevented from answering your favour of the 7th instant.

I now beg to state, in reply, that from 1830 to 1864 I have been in command of steam packets voyaging to Havre, but chiefly to the Channel Islands, from Southampton, and back, in the mail service, through winter and summer, at all hours night and day, and during the whole of that period seldom met with any detention, either in departing or arriving at the said port. In my humble opinion I believe Southampton to be the port for mail service; it has so many advantages that no other to the Westward can boast of. Inside of the Needles, or from St. Catherine to its tidal dock, there is a good channel, sufficient water at all times of tide for any size steamer or vessel, besides safe anchorage in gale of wind from any quarter, and also other facilities of which you are better acquainted than I am, such as its central position, near proximity to London, &c.

I will not say anything against Plymouth or any other port, but firmly believe that any one giving preference to those before Southampton could only be actuated by self-interest in some shape or other.

I am, &c.

G. Mercer, Esq. (signed) *Geo. Babot.*

— No. 8. —

Assistant Secretary of Post Office to Secretary of Union Steam Ship Company.

General Post Office, 25 May 1866.

Sir,

WITH reference to your letters of the 21st instant, and previous dates, I am directed by the Postmaster General to inform you that his Lordship cannot consent to the substitution of Southampton for Plymouth as the port of embarkation and disembarkation of the Cape of Good Hope mails, conveyed under the Union Steam Ship Company's Contract.

In all other respects the Time Table submitted in your letter of the 31st March last appears to be correct, and meets with his Lordship's approval.

Lord Stanley of Alderley is not prepared, however, to comply with the request contained in your letter of the 31st March last, that the Postmaster General of the Cape of Good Hope should no longer have the power delegated to him by his Lordship of postponing the departure of the homeward packet from the Cape to the extent of 24 hours. At the same time, as the power of detaining the packet at

at Table Bay has been made use of somewhat frequently, his Lordship has caused the Postmaster General of the Cape to be informed of the wish expressed by the Company, and has requested him to exercise such power only on those occasions on which the detention is urgently called for.

I am &c.
(signed) *F. Hill.*

G. Y. Mercer, Esq.

— No. 9. —

Secretary of Union Steam Ship Company to Assistant Secretary of Post Office.

Union Steam Ship Company, Limited.
Sir, Southampton, 19 September 1866.

In consequence of the departures of the homeward-bound mail packets of this Company from the Cape of Good Hope having been deferred from the 13th to the 19th of the month, and this alteration having consequently shortened the time of the packets at Southampton (which is employed for overhaul and outfit of the ships and engines), I am instructed by the Directors to request that the Postmaster General will be pleased to allow the packets leaving England on the 10th of the month to make Southampton their port of departure, instead of Plymouth.

In making this request, the Directors do not propose to ask for any additional time for the voyage, although the distance to the Cape from Southampton is somewhat greater than from Plymouth, and they beg leave to submit to his Grace, that under the proposed arrangement, if the packets leave Southampton at 2 p.m., the mails need not be despatched from London until the morning of the 10th; whereas, under the existing arrangement, they are despatched on the evening of the 9th. The mails from the North would also derive the same advantages, by being despatched 12 hours later than at present.

Under existing arrangements, the packets leave Southampton on the 8th, and wait at Plymouth for the mails till the morning of the 10th, and this loss of two days will, for the reasons before mentioned, be a serious inconvenience to the Company, without affording the slightest advantages to the public service (to say nothing of the additional risk incurred in entering and leaving Plymouth, which during the winter months is a matter of no small moment). The Directors trust, therefore, that the Postmaster General will be pleased to acquiesce in the proposed change of the port of departure.

The next homeward packet will arrive at Plymouth under the new dates on the 27th instant, and the Directors would be glad if her departure can be made on the 10th October from Southampton.

I am, &c.
F. Hill, Esq. (signed) *G. Y. Mercer*, Secretary.

— No 10. —

Assistant Secretary of Post Office to Secretary of Union Steam Ship Company.

(1162 R.)
Sir, General Post Office, 8 December 1866.

The Postmaster General having had under consideration your letter of the 19th September last, I am directed by his Grace to inform you that, under present circumstances, he cannot consent to the proposed substitution of Southampton for Plymouth as the port of departure of the Cape of Good Hope mail packets.

I am, &c.
G. Y. Mercer, Esq. (signed) *F. Hill.*

General Post Office,
16 May 1867.

JOHN TILLEY,
Secretary.

— III. —

COPY of the RESOLUTIONS of the COMMITTEE of the HOUSE of COMMONS in 1841, appointed to inquire into the relative merits of the different PORTS.

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1. Resolved,—That notwithstanding the Port of Dartmouth has been recommended by the Committee appointed by the Admiralty as the port of departure and arrival of the West India Mail Packets, this Committee are not prepared to recommend that Dartmouth should be selected for that service.

2. Resolved,—That no disadvantage is likely to arise to the public from the continued use of the Port of Falmouth for the West India Mail Service, as well by means of the packets now employed as by the larger class of steam packets to be employed by the Royal Mail Steam Company, until the relative merits of other ports shall have been fully investigated.

3. Resolved,—That while it remains doubtful whether any material advantage would result to the public service by the removal of the West India Mail Packets from the Port of Falmouth, it would not be proper to incur the expense, which must be considerable, in providing accommodation for the establishment necessary for the performance of the service in any other port.

Committee Office, House of Commons,
23 May 1867.

C. W. POLE.

WEST INDIA MAILS.

COPIES of MEMORIALS addressed to the Postmaster General by the Merchants and others of *London* and elsewhere in 1864, 1865, and 1867, recommending *Falmouth* as a Packet Station for the WEST INDIA MAILS, and of a MEMORIAL from the Chamber of Commerce of *Falmouth* in 1867; of CORRESPONDENCE between the Post Office and the Union Steam Ship Company as to the inconvenience of Landing and Embarking Mails at *Plymouth*; and, of the RESOLUTIONS of the COMMITTEE of the HOUSE of COMMONS in 1841, appointed to inquire into the relative Merits of the different Ports.

(*Mr. Jervoise Smith.*)

Ordered, by The House of Commons, *to be Printed,*
24 *May* 1867.

315.

Under 4 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 30 April 1867;—*for*,

COPIES "of MEMORIALS addressed to the Treasury from the Ports of *Plymouth*, *Falmouth*, *Dartmouth*, and *Southampton*, and from other places, respecting the REMOVAL of the WEST INDIAN MAILS from *Southampton*; with REPLIES thereto;"

"And, of CORRESPONDENCE between the Treasury, the Board of Trade, the Post Office, the Royal Mail Steam Company, and the Admiralty, in reference to the proposed Change."

Treasury Chambers, 14 May 1867.

GEORGE WARD HUNT.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*, 24 *May* 1867.

Part I.

COPIES of Memorials addressed to the Treasury from the Ports of *Plymouth, Falmouth, Dartmouth,* and *Southampton,* and other Places, respecting the Removal of the West Indian Mails from *Southampton*; with Replies thereto.

— No. 1. —

Memorial of the Falmouth Chamber of Commerce.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Members of the Port of Falmouth Chamber of Commerce

Showeth,

1. That for the space of 150 years the Port of Falmouth was used for the purpose of landing and embarking the mails conveyed between the United Kingdom and the different countries of Portugal, the Mediterranean, the West Indies, South and North America, and such other parts of the world as required the conveyance of mails, or despatches by sea.

2. That this preference of Falmouth for postal purposes did not finally cease until the year 1850, and then only on account of the introduction of steam vessels instead of sailing vessels for the conveyance of the mails, but more especially its being then unconnected with the metropolis by a railway.

3. That at the present time the broad gauge railway is completed between the metropolis and the entrance of Falmouth Harbour, to within a mile of the anchorage of the largest class steam vessels, and connected with the docks recently constructed at this port.

4. That the Harbour of Falmouth having in its eastern entrance point a Trinity lighthouse with a revolving light, and on its western side a lighthouse with a fixed and constant light on the end of the dock's pier, offers a facility and safety of access to ships of the largest class in all sorts of weather at all times of tide, and all hours of the night, such as cannot be found in any other port in England, rendering it peculiarly adapted for a mail packet station.

5. Your memorialists beg to refer to the evidence of Admiral J. B. Sullivan, C.B., before a Committee of the House of Commons, some few years since, and while he was at the head of the Marine Department of the Board of Trade, when he used the following words: "It is my strong opinion that the public interests require that Falmouth should be made the mail port for the West Indies and all the southern lines, and I feel confident that the whole question of mail contract steamers must be taken up seriously both by Parliament and the Government," which view was confirmed by Captain Thomas B. Symons, of the Royal Navy, who, in a letter to the "Times," 29th November 1865, said:—

"I believe few practical men who take a disinterested view of the subject will differ materially from the opinion expressed by Admiral Sullivan; as far at least as the mail port is concerned, from my intimate knowledge of the South and South-western coasts of England, more especially of the Solent (Southampton Water) and its vicinity, as well as my experience of Falmouth either as a port of arrival or departure, I can fully confirm the value of the remarks and suggestions thrown out by the Admiral, and in common with many others who have given much attention to the subject as of national importance, earnestly hope that they may attract the attention of those from whom so very desirable a reform in the mail service must emanate; a reform which, as I think, may be accomplished without

any material inconvenience to existing companies, beyond the ultimate change of their head quarters to Falmouth."

6. Your memorialists beg also to refer to the evidence given before a Committee of the House of Commons, appointed in 1843, specially to inquire into the most suitable port for a packet station, on which occasion representatives from the different ports seeking to be preferred were fully examined; on this occasion Captain Evans, R.N., who had been previously employed on a Post-office inquiry commission to visit the different ports from whence the mails were conveyed to foreign countries, stated—

"That he was the first captain who commissioned a man-of-war steamer, took the first steamer to the West Indies, knew the Solent, and the Ports of Plymouth and Falmouth well, and had been a good deal employed in the Channel." Captain Evans further stated—

"That the further west the mails are conveyed on land the better; that it would be of advantage to the country in general to have their letters taken from the extreme point of England; that there is always more or less danger the higher you go up the Channel, from collisions, fogs, &c., all of which," he says, "you avoid by starting from Falmouth."

A Post-office Commission of inquiry, appointed to visit the different ports, presided over by Sir James Alexander Gordon, G.C.B., presented their report on the 6th August 1840, to the following effect:—

"That after a full inquiry, and having visited all the ports, they considered a western port most desirable for landing and embarking the mails to and from the West Indies."

Sir J. A. Gordon stated in evidence before the House of Commons Packet Committee—

"That, if there were a railroad down to the place, and there was sufficient water for the arrival and departure of vessels at all times of tide, if we had found a railroad as far as the Land's End, and a harbour there, we should have selected it."

7. That many other first-rate officers in the Navy and the merchant service gave the strongest evidence before this Committee of the House of Commons in favour of Falmouth as a port, and also as the best port for a packet station.

8. That the accompanying chart of Falmouth will show that its position, its access, its depth of water, and its security are still unchanged, and can be tested by any examination your Lordships may order.

9. That it has always been held out as an inducement to construct an expensive railway through Cornwall, and capacious docks at Falmouth; that the packet establishment must ultimately be restored to the port; and this has been repeatedly expressed by the general opinion of the country, and confirmed by the voluminous evidence before the House of Commons Committee already referred to. That the nation has never expended any money in the improvement of the Harbour of Falmouth, which, considering the rapid increase of foreign commerce, might have been anticipated; but there has been a considerable outlay by private enterprise to the extent of 220,000 *l.* in the construction of docks near the entrance of the harbour, so that the largest vessels can be safely brought alongside of a pier which runs into the harbour to the distance of 1,400 feet, and where there are two splendid graving docks, one of 400 feet in length, and the other of 350 feet in length, into which they may be taken for repairs.

10. That, considering the importance of rapid conveyance, the mails, once landed at Falmouth, can be conveyed to Bristol by special train in six hours and a-half, and to London in nine hours, which has been offered by the railway companies—to the North, to Ireland, and Wales; the letters can be conveyed from Bristol, without delay, by the ordinary post or by special conveyance, as may be deemed advisable.

11. That a reference to the accompanying Map of England will show the different routes—first, from a point off the Lizard, *viâ* Southampton to London, and next from the same point, *viâ* Falmouth by railway to London; the former requiring 24 hours under the most favourable circumstances, and making no allowance for delay, night time, storms, fogs, collisions, or any other cause; the latter $11\frac{1}{4}$ hours only.

12. That although the saving of time would be considerable in conveying the mails to London by way of Falmouth, that saving would be much increased by either

either dividing the mails brought home into two portions, east and north, as is at present adopted with the mails from America now landed at Falmouth by the New York and Havre steamboats, or by the mails being assorted on board the steamers on their passage home.

13. Your memorialists beg to represent that, at present, there are two lines of packets, one conveying mails to and from South Africa and the other to and from New York, which, as a matter of preference, call at Falmouth to receive their mails and passengers, and they are prepared to offer evidence from the commanders of those vessels that they have had no difficulty in entering the port of Falmouth in thick stormy weather, and dark nights, without a pilot, and have never found any obstacle in immediately landing or embarking their mails and passengers under any circumstances, which your memorialists consider cannot be attempted in any other port in the kingdom.

14. That the telegraph now being completed throughout the kingdom will enable any one to communicate to Falmouth the latest information for transmission to correspondents abroad, or to send information from the vessel on arrival, thereby gaining several hours in advance of any eastern port, an invaluable advantage on important occasions.

15. Your memorialists presume that, considering all the local qualities of the ports of Southampton, Plymouth, and Falmouth, few practical men could be found to compare either of the other ports to Falmouth.

16. Your Lordships will observe that the accompanying chart of Falmouth has marked on it a spot where moorings for the packets may be laid down, and which has been recommended by Staff Commander Tucker, R.N., the present Queen's harbour master of the port, as a proper place to be appropriated for their use.

17. As an evidence of the safety of the port, it is satisfactory to your memorialists to be able to state, that during the late severe gales no appreciable damage was done in it to the numerous vessels at anchor there; whilst at Plymouth, where but few vessels were at anchor, several were totally wrecked and many lives were lost, as was described in the public press at the time. In the hurricanes of 22nd and 25th November 1865 more than 50 per cent. of the merchant vessels anchored in Plymouth Sound were stranded, and only two per cent. of those at anchor in Falmouth Harbour suffered a similar disaster. And your memorialists submit that the Sound at Plymouth, excepting that part of it exclusively appropriated to vessels of war, is greatly exposed to the winds blowing on the shore.

Your memorialists beg earnestly to represent that the merchants and chambers of commerce at Liverpool, Manchester, Birmingham, Glasgow, and other important places in the kingdom, have urged the inhabitants of Falmouth to bring this matter under your Lordships' consideration, and they respectfully submit that this is not a question simply of commercial importance to any company owning the vessels engaged in the conveyance of the mails, but an Imperial question, involving the interests of all the merchants of the United Kingdom trading with the West Indies or South America, and a question of postal improvement, which is deeply interesting and highly important to the country at large.

(signed) *John Freeman*, Chairman.
Falmouth, 17 January 1867. *Robert R. Broad*, Vice Chairman.

(signed) *J. Hallamore*, Secretary.

— No. 2. —

The Secretary to the Treasury to the President of the Plymouth Chamber of Commerce.

Sir, Treasury Chambers, 29 January 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords will be happy to receive from the Chamber of Commerce at Plymouth any statement which that body may wish to make with

regard to the advantages of Plymouth as the port for landing and embarking the West Indian mails in comparison with those of Falmouth; and I am to request that if they have any representation to make, it may be submitted to this Board before or on the 2nd February next.

I am, &c.

The President of the Chamber of Commerce, Plymouth. (signed) *George Ward Hunt.*

— No. 3. —

The Plymouth Chamber of Commerce to the Secretary to the Treasury.

Chamber of Commerce, Plymouth,
31 January 1867.

Sir,

I HAVE the honour to acknowledge your letter of the 29th instant, which invites this Chamber to make any statement with reference to the advantages of Plymouth as the port for landing and embarking the West Indian mails in comparison with those of Falmouth.

In forwarding the accompanying statement, the Plymouth Chamber of Commerce, having read the statement published by Falmouth, are of opinion that it in no degree disturbs, but rather confirms, the assertion made by the advocates for "Plymouth," that this latter port does present a manifest superiority over all other western ports for the purposes now under consideration.

The point in the English Channel assumed by the Plymouth Chamber from which to measure the relative distances, is one which a mail steamer from the south or west would of necessity reach on approaching England, and is fairly taken as a basis of calculation for estimating the claims of any competing port, either Southampton, Plymouth, or Falmouth.

The point, however, assumed by the "Falmouth" statement, namely, two leagues only from the Lizard, is manifestly unfair, except for a vessel whose destination is settled for that port.

It is clear, however, even from that point, that there is no advantage over Plymouth in the despatch of the mails either inward or outward, since the time of the land transit exceeds that shown by the Falmouth statement to be necessary for reaching Plymouth direct.

For the many advantages in this and other respects possessed by Plymouth over Falmouth, this Chamber begs to call your attention with confidence to the following paragraphs in the printed statement sent herewith, namely, Nos. 1, 2, 5, 6, 11, 14, 15, 16.

This Chamber also draws attention to the fact that there are three telegraph wires perfect to Plymouth, namely, the Government line, the Electric and International, and the United Kingdom Companies, while there is only one to Falmouth, which is so constantly occupied in transmitting messages to ships calling there for orders, that great delay is occasioned in respect to other communications.

The Plymouth Chamber of Commerce is prepared to enlarge upon, or to submit further evidence on, any point which may not be considered sufficiently clear or fully established in respect to the port of "Plymouth," being confident that in thus putting forward its special advantages it is consulting the general public good.

I am, &c.

G. W. Hunt, Esq., M.P., Treasury. (signed) *W. F. Moore,* Deputy Chairman.

Encl. in No. 3.

Enclosure in No. 3.

STATEMENT of the ADVANTAGES of PLYMOUTH as a MAIL PACKET STATION.

THE attention of the Government having been called to the necessity of selecting a western port for a mail packet station, the Chamber of Commerce of the Port of Plymouth submit a statement of the following advantages possessed by Plymouth, not possessed to the same extent by any other port.

1. Suppose a mail packet to be coming from the westward or southward, having to land her mails so that they may reach London or the northern parts of England in the shortest time,

time, the best port for which she must shape her course will be the port of Plymouth, for the following reasons:—The distance from the entrance of the Channel, to which she would of necessity arrive, is less to Plymouth than to any other port except Falmouth. This advantage of distance in reaching Falmouth is more apparent than real as regards the sea, and is more than compensated by the lengthened land journey that must be made before the mails can reach Plymouth, through which place they must pass, even if landed at Falmouth. With regard to Southampton, Plymouth possesses an advantage, even in the most favourable weather, of at least 12 hours, and in bad weather, an advantage of from 12 to 30 hours, or even more.

2. Plymouth can be approached by the largest steamers at full speed, at any time of day or night, up to the moment of dropping the anchor, having ample depth of water, with no outlying danger of any description whatever, and the Sound can be entered direct from the Atlantic without skirting the coast, thus saving much time and great anxiety. (*See* Appendices, Nos. 1, 2, 3, and 4.)

3. The Eddystone Lighthouse, 10 miles off the port, is a light by night and a beacon by day, enabling vessels to shape their course at high speed for this port with confidence. (*See* Appendices, Nos. 3 and 4.)

4. The advantages in leaving Plymouth are the same as those in approaching Plymouth, steamers being able to leave at full speed, at all times of tide, by night or by day, and shape their course from the Eddystone direct for the Atlantic. (*See* Appendices, Nos. 2, 3, and 4.)

5. No port to the westward can be compared to Plymouth in respect to the facilities which it affords for the ingress and egress of large steamers at high speed, in all times and under all conditions of tide and weather, together with perfect security of anchorage.

6. Falmouth, for example, has outlying dangers of considerable importance, together with a narrow entrance, which render it difficult in bad weather for a large ship to enter by day, and at times almost impossible by night. Falmouth is now so much used as a port of call for orders by merchant shipping engaged in the home and continental trades, a custom which is likely materially to increase, that the crowd of shipping entering and leaving that harbour from and to all quarters, together with the number of sail at anchor, not only within the harbour, but wherever there may be anchorage outside, render the approach a matter of difficulty and caution, attended with considerable danger of collision. A reference to the chart, showing the course of a steamer along the coast from the Lizard to Falmouth, will exemplify these statements. (*Vide* Appendix, No. 4.)

7. No port to the eastward can bear comparison with Plymouth, not only with respect to the facilities of ingress and egress, but having regard also to the loss of time which must ensue from a lengthened sea voyage, and the dangers and delays of a Channel passage with the increasing risks of collision.

8. Southampton labours under the disadvantages not only of a lengthened Channel passage of some hours, under the most favourable circumstances, but also of the difficulties presented by the intricate navigation at the Needles, in the Solent, and in the river, together with the dense fogs which are so prevalent within and about the Isle of Wight, rendering that coast peculiarly dangerous to steamers at high speed. Steamers are often compelled, for these reasons, to avoid the Needles passage and proceed round the Isle of Wight to Spithead, thus adding considerably to the time occupied. (*Vide* Appendices, Nos. 1 and 3.)

9. Dartmouth, being farther to the eastward than Plymouth, is also open to the same objections as Southampton, though to a less degree. This harbour, however, does not offer so free and open an approach as Plymouth, and is not so easy of access at all times of day or night, or in all states of weather and tide, the approach from the Start along the coast not being free from dangers.

10. No other ports having been mentioned in competition with Plymouth, it is not necessary to refer to any more.

11. The inland communications between the port of Plymouth and the other large centres of commerce, and in short to all parts of the kingdom, will be found to be complete, and the large population of the three towns comprised within the port, amounting at the last census to 130,000, together with the requirements of the Naval Arsenal, will render necessary a continual increase and development of internal communications by railway and otherwise. The railway from Falmouth, passing through Plymouth, being a single line with curves and steep gradients not adapted to a high speed, the time occupied on the railway from Falmouth to Plymouth (from 3 hours to 3 hours 13 minutes, by the time table) must be deducted from any advantage which Falmouth may be supposed to possess as a more westerly port. This advantage, however, it is contended on the part of Plymouth, is greatly reduced, if not altogether equalised, by the fact that steamers can and do run boldly for the port of Plymouth, and enter in all weathers and at all hours of the night, landing their mails even before they could venture to approach the port of Falmouth. Also, in the case of steamers coming direct from the south, bound to Plymouth, they shape their course for the Eddystone, and the actual mileage distance is then scarcely more than to Falmouth. On an average of voyages, Plymouth is thus practically the most westerly port. The railway communication from Plymouth to the eastward consists of nine trains daily, that of Dartmouth seven trains, that of Falmouth five trains.

12. The Cape of Good Hope mails having always been dispatched from Plymouth afford an instance of the great regularity with which the mail service can be performed to and from this port. These mails have been dispatched and landed in every instance within

within the postal time, and in no instance have the packets with the mails ever been prevented, through any local cause, from sailing from or arriving at Plymouth at the proper time. This regularity is attributable to the facilities of ingress and egress offered by this port in all times and conditions of tide and weather, before referred to.

13. Government inquiries as to the merits of various ports have always resulted in reports favourable to Plymouth.

14. On the 12th November 1840, Mr. Barrow, Secretary to the Admiralty, informed the Treasury, by the direction of the Lords of the Admiralty—

"That they were of opinion that the ports of Dartmouth, Plymouth, and Falmouth, are each of them suitable, as regards the nautical part of the question; but that if a pier were constructed at Plymouth, Plymouth would be the best place for the arrival and departure of the mail packets."

Since then a pier and docks have been constructed at Plymouth at the terminus of the railway.

15. About the same date, the then Postmaster General was requested by the Treasury to express his opinion as to the above three ports, "solely with reference to Post-office arrangements." In reply, Lord Lichfield informed the Lords of the Treasury that "he considered Plymouth the most eligible of these three ports." With such a large population as that of Plymouth, the post-office establishments are necessarily larger, and the arrangements more complete, than they are in the smaller towns.

16. Messrs. Wilcox & Anderson, the managing directors of the Peninsular and Oriental Company, conveying mails, wrote on the 28th November 1837, to the Lords of the Admiralty, urging that their port of departure for the mail packet service might be changed from Falmouth to the port of Plymouth. After pointing out that the port of Falmouth does not afford accommodation for their large vessels, they say:—

"Plymouth offers great facilities over Falmouth, as a point from which to dispatch steamers so circumstanced (that is required to sail at specified periods), inasmuch as they might be in deep water close to the shore, from whence, under all contingencies of wind and weather, they might get on board their coals, mails, and passengers, and proceed on their voyage at any hour of the day or night. Plymouth also presents advantages in reference to the voyage which cannot be overlooked by nautical men."

It will be found that the mail companies now established at Southampton, if a more westerly port be selected, will prefer the port of Plymouth.

17. Memorials have repeatedly been presented by numerous bodies of merchants throughout the kingdom, representing the inconvenience and delay of the long Channel passage to Southampton, now performed by the mail packets, praying the Postmaster General to select a more westerly port. (*Vide* Appendices, Nos. 5, 6, and 7.)

18. In case of war, especially with a naval power, the advantages of Plymouth, as a fortified port and naval arsenal at the entrance of the Channel, would be very great. Whereas the selection of an undefended port would render it necessary to send a force to that port for the protection of the mail packets.

19. In France the Government seems to be fully alive to the necessity of a western port as a mail packet station, and dispatch the mails from Brest, St. Nazaire, and Bordeaux, thus gaining a very serious advantage in point of time and regularity over the mails which are landed at Southampton.

20. Although the gain to the trade and public of London will be very great in point of time, by the landing and dispatch of the mails from Plymouth, the gain to those at Bristol, Liverpool, Birmingham, Manchester, Scotland, and Ireland, will be much more important. The sorting of the mails at Plymouth, if not performed on board the packets, would offer great and much-needed facilities to the whole foreign trade of the United Kingdom.

21. The Chamber of Commerce of the port of Plymouth are prepared to offer evidence in substantiation of all the statements made above, and also generally in favour of the selection of Plymouth before all other ports as a mail packet station.

(signed) *Morley*,
Chairman of the Chamber of Commerce of the Port of Plymouth.

APPENDIX.

(No. 1.)

DEPOSITION of Commander *Walker*, R.N., made for the use of the Postmaster General, who has the original.

4, Alfred-place, Plymouth, 26 April 1866.

THE undersigned, William Walker, Commander of the Royal Navy, for 12 years Assistant Master Attendant at Plymouth, Queen's Harbour Master, and Sub-commissioner of Pilotage, and for the last 16 years, and still so, Examiner in Navigation and Seamanship for the Board of Trade at Plymouth, says as follows:—

I have on several occasions given evidence before Parliamentary Committees on the packet question, and now at the request of the Chamber of Commerce give the exact distances,

distances, &c., between Plymouth and Southampton, to lay before Her Majesty's Postmaster General.

Steamers from the Brazils, West Indies, and all other southern ports, in approaching the English Channel, get into latitude about 49° 25′ North, and when above Scilly get into soundings of 40 fathoms low water. Keeping in soundings of that depth in dark or foggy weather, will keep ships to the southward of the Lizard, Eddystone, and Start, and safely guide them (by soundings alone) in thick weather up towards Portland, above which soundings become irregular, and cannot be relied upon for making the Needles passage, or the Channel up to Spithead and Southampton without great risk.

Mail steamers or other vessels if bound to Plymouth, by getting into the 40 fathom line of soundings, and following the same, will by this means alone, in thick weather, or without observations, fearlessly steam for the Eddystone Lighthouse, which is only about 10 miles from Plymouth Breakwater.

Take a position in the English Channel, which nearly every steam ship would make, say a point 12 miles due south from the Eddystone (where the light is visible), it will be found to be by Trigonometrical Surveys in

Latitude - - - - 49° 50′ North }
Longitude - - - - 4° 16′ West } and in 41 fathoms low water.

The distance from this point in the English Channel is by computation

To the Mail Steamers' Anchorage (near Drake's Island, within Plymouth Sound) - - - - -	25	nautical miles.
To the Needles Lighthouse (Hurst Point) - - - -	113	ditto.
To Southampton (by the Needles Passage) - - -	135	ditto.
To Southampton (by Spithead Passage) - - -	156	ditto.

Assuming mail steamers to average 10 knots per hour, over the ground, the time required for steaming from the above position in the English Channel, would be

To Plymouth Sound (mail steamers' anchorage) - - -	$2\frac{5}{10}$ hours.
To Needles Lighthouse (Hurst Point) - - - - -	$11\frac{3}{10}$ „
To Southampton (by the Needles) - - - - - -	$13\frac{5}{10}$ „
To Southampton (by Spithead) - - - - - - -	$15\frac{6}{10}$ „

Therefore, the difference in time saved by using Plymouth instead of Southampton, is from 11 hours 18 minutes to 13 hours 30 minutes.

The above difference of time is the minimum, under the most favourable circumstances, and is reckoned on the assumption that steamers would be able to continue the same rate of speed all the way to Southampton, but practically this is not to be done, for after passing Plymouth and getting off Portland, the Channel not only gradually contracts, and the dangers of collisions are greater, but in the finest weather, and under the most favourable circumstances, the Needles passage is narrow and intricate, and the Solent Channel, though deep enough, is bordered by shoals and sand banks to such an extent, that it is imperative to steam with caution and reduced speed, which of course increases the difference of time; and in thick, hazy weather, and fogs, to which Southampon Water is much subjected, this difference is increased by many hours.

The approach to Plymouth, on the contrary, is entirely free from outlying or local dangers, and there is no visible or hidden obstructions, and such ample depth of water, that all times of tides and in all hours of night or day, steamers of the largest burthen and greatest speed can continue their passage for Plymouth Sound, to within a short period of anchoring, at their average rate of steaming.

Speaking from an enlarged experience of 58 years in positions of responsibility afloat and on shore, with an intimate knowledge of all the ports in the Channel, I say, without hesitation, that there is none so suitable in all respects for a Western packet station as Plymouth.

(signed) *William Walker*, Commander R.N.,
Examiner in Navigation and Seamanship.

(No. 2.)

DEPOSITION of *Richard Holland*, Commander of the Screw Steam Ship "Minna," made for the use of the Postmaster General, who has the original.

Plymouth, 27 April 1866.

THE undersigned, Richard Holland, Commander of the Screw Steam Ship "Minna," of Cork, 637 tons register, and 250 horse power, has been for the last 14 years trading between Ireland and London, in command of various steam ships calling at Falmouth, Plymouth, and Southampton, says as follows:—

That during the whole of the above period he has always been able to enter and leave Plymouth with the greatest freedom in all times of tide, at all hours of the day or night, and in every description of wind or weather.

There are no hidden or outlying dangers, and that in making the harbour he approaches it without anxiety and with confidence.

From a given point at the entrance of the Channel, which nearly all steamers make, the time occupied in reaching Plymouth would be but little longer than Falmouth: certainly the mails could be landed and dispatched from Plymouth quicker than they could reach Plymouth by rail from Falmouth, and there would be a saving of from 10 to 12 hours at least in reaching Plymouth over Southampton.

In consequence of frequent voyages to Falmouth, Southampton, and Plymouth, I am well acquainted with each of those ports, and having no interest in either one or the other, I offer my opinion without prejudice, and state, without hesitation, there are serious objections to the other two ports which do not apply to Plymouth, and I prefer Plymouth to every other port in the Channel, and consider it in all respects to be by far the most suitable port in the English Channel for a Western packet station.

Plymouth can be approached from the southward at full speed right into the Sound without skirting the coast at all, and on the outward passage mail steamers can steam direct for their destination, and take their departure from the Eddystone, proceeding to the Atlantic direct without further observation.

It moreover has the great advantage of being able to be entered and left at high speed by day or night, thus saving much time and great anxiety.

(signed) *Richard Holland.*
Captain of the S. S. "Minna."

(No. 3.)

DEPOSITION of *Robert Miller Fudge*, Commander of the Waterford Screw Steam Ship Company's Steamer "Avoca," made for the use of the Postmaster General, who has the original.

Plymouth, 23 April 1866.

I, the undersigned, Robert Miller Fudge, Commander of the Waterford Screw Steam Ship Company's Steamer "Avoca," of Waterford, 796 tons register, and 200 horse power, have been commanding various steam ships, and been in the trade upwards of 30 years, sailing between Dublin and London, calling at Falmouth, Plymouth, and Southampton twice each week, winter and summer, and am well acquainted with the ports of Plymouth and Southampton.

I have no hesitation in saying that I have never found any difficulty in entering the port of Plymouth in any time of tide, wind, or weather, or in any hour of the day or night, but as regards Southampton, I have frequently to "slow" the engines, and at times to "stop" the vessel, arising from fog or hazy weather, being unable at all times to make the Needles Light, and have frequently from this cause lost many hours between Plymouth and Southampton; and sometimes from inability to make the Needles passage, have been obliged to go outside and around the Isle of Wight, and approach Southampton from Spithead, thus adding considerably to the time occupied.

The distance between a point on a fair Channel course off Plymouth to Southampton is 140 nautical miles, and under the most favourable circumstances, in powerful and fast steamers, would occupy 14 hours to reach Southampton by the Needles passage, whilst from the same point I could reach Plymouth Sound in two hours.

With reference to the Solent, the navigation is intricate and critical, and from frequent fogs the progress is necessarily retarded, and many times the voyage from Plymouth to Southampton has occupied 24 and 30 hours; and in the winter time when bound to Southampton, I have frequently been obliged to remain at Plymouth some hours longer than necessary, in order not to reach the Needles passage before daylight, having strong westerly winds to assist my passage.

In leaving Southampton for the westward, it is no unusual thing that, owing to the dangers and difficulties which encumber the narrow passage, steamers are obliged to anchor for shelter under the Wight from inability (in bad weather) to get out by the Needles passage.

In approaching or leaving Plymouth I have never been so detained, and have always been able to enter or leave at any hour of the day or night, or in any state of the wind or tide; and having had much experience of all the Channel ports, I say there can be no comparison between Southampton and Plymouth as ports, and that Plymouth is infinitely superior in all respects to any other port, and should be selected as the Western packet station.

Plymouth possesses an advantage which can be well understood by commanders of mail and passenger steamers, namely, an entire absence of outlying dangers, thus permitting the harbour to be approached by the largest and fastest mail steamers at full speed up to the moment of dropping the anchor. The Eddystone, which is only 10 miles in a direct line off the port, being a light by night and a beacon by day.

I hold the Board of Trade certificate as Channel pilot for London, Portsmouth, Plymouth, and Belfast, and that of the Trinity House for Southampton and Falmouth.

(signed) *Robert Miller Fudge,*
Captain of the "Avoca," and Channel Pilot.

(No. 4.)

DEPOSITION of *Francis John Croft*, Commander of the Steam Ship "Cormorant," made for the use of the Postmaster General, who has the original.

London, 2 May 1866.

I, the undersigned, Captain Francis John Croft, Commander of the Steam Ship "Cormorant," 798 tons register, and 300 horse power, have been in command of passenger and troop steam ships for 13 years, during which time I have been constantly employed in the coasting trade, and am well acquainted with all the Channel ports, especially Plymouth, which port I have been going in and out for some years, both by night and day, and in all weathers.

I consider Plymouth by far the most eligible port in the Channel as a port of call, being perfectly free from all outlying dangers, having a wide deep water channel, with a leading light to steer for, whereby the largest steamers can run in and anchor, in any weather, either by day or night, in safety.

This is not the case with Falmouth, which has outlying dangers, a narrow entrance, and is often crowded with shipping waiting for orders, which render it difficult for a large ship to enter by day, and almost impossible by night.

Plymouth, in addition to being free from the narrow, dangerous, and intricate navigation of the Needles passage and Solent leading to Southampton, has the advantage of being about 140 miles to the westward, which would enable a mail packet to land the mail 11 or 12 hours sooner than it could be landed at Southampton under the most favourable circumstances, but the difference would often be much greater in foggy or hazy weather.

Plymouth has also a great advantage in having the Eddystone Lighthouse within 10 miles of the port, and visible at 12 miles further at sea, so that steam ships from the southward can steer direct for the port at full speed.

I do not reside in nor do I belong to Plymouth, but I give my unbiassed opinion, that in all respects it is by far the best port in the Channel as a Western mail packet station; and if I were in command of a mail steamer, my anxiety would be very much lessened if I had to make and sail from Plymouth instead of Southampton or any other port in the Channel.

(signed) *F. J. Croft*,
Master S. S. "Cormorant."

— No. 4. —

The Secretary to the Treasury to the Chairman of the Falmouth Chamber of Commerce.

Sir, Treasury Chambers, 1 February 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a copy of a letter from the Deputy Chairman of the Plymouth Chamber of Commerce, together with its printed enclosure, and I am to request that you will favour their Lordships at your earliest convenience with any observations you may have to offer thereon.

See page 1.

I am, &c.

The Chairman of the Falmouth Chamber of Commerce. (signed) *George Ward Hunt.*

— No. 5. —

The Chairman of the Falmouth Chamber of Commerce to the Secretary to the Treasury.

Port of Falmouth Chamber of Commerce,

Sir, Falmouth, 6 February 1867.

IN reply to your obliging communication, No. 1930, of the 1st instant, I am requested by the Council of the Chamber of Commerce of this port to offer the following remarks on the statements contained in the documents which you were pleased to forward with it.

First, with respect to the different points in the English Channel, assumed by the "Plymouth Chamber of Commerce" in their letter, and by the "Falmouth Statement," as bases of calculation for measuring the relative distances to the different ports of Southampton, Plymouth, and Falmouth, it is only necessary to say that the nautical gentlemen to whom the matter was referred, in drawing up

the "Falmouth Statement," gave their opinion upon it, and it has been adopted in consequence; but it is a matter well known to nautical men that vessels homeward bound invariably endeavour to make the Lizard, as a safe guide on entering the Channel, whatever port they may be destined to; and, as a proof of its correctness, I forward herewith the Royal Mail Steam Packet Company's chart, prepared for their packets going to and returning from the West Indies.

The advantage from that point of Falmouth over Plymouth arises from the one being only 18 miles from the Lizard, whilst to Plymouth anchorage it is 54 miles, which, under certain states of the weather, would afford considerable advantages, and more than can be easily described.

Then, with respect to the paragraphs referred to in the "Plymouth Statement," numbered, 1, 2, 5, 6, 11, 14, 15, and 16, the following replies are offered:—

No. 1. Admits the argument that Falmouth, being the most westerly port, has the advantage that a westerly position affords, although the "Plymouth Statement" strives, with difficulty, to show it to be more apparent than real, but in this it clearly has not succeeded.

No. 2. Asserts what is denied by many nautical men, that Plymouth is a safe port to enter at all times and in all weathers by the large West India steamers at night as well as day; in this, however, there is no advantage claimed by Plymouth over that possessed by Falmouth, and which is fully set forth in the statement already presented for your consideration.

As an evidence in favour of Falmouth, which cannot be undervalued, we have requested Captain Grey, the Managing Director of the Diamond Steam Packet Company, to furnish you with his opinion on this subject, his vessels having frequented the port to receive and deliver mails and passengers since the year 1864.

No. 5. Is a repetition of the statement already referred to and explained.

No. 6. The memorial of the Plymouth Chamber of Commerce lays stress on what it describes as "outlying dangers of considerable importance" on entering the port of Falmouth, but which it singularly fails to particularise; and it asserts, at the same time, that it is not a convenient station for the packet service, because its anchorage is crowded with merchant vessels, which is somewhat inconsistent as an argument. A reference to the chart will not only show that this is unfounded, but will also show the contrast in this respect between Plymouth and Falmouth better than any mere argument upon the subject could possibly do. And when it is considered that 4,000 vessels, generally deeply laden, and many of large tonnage, made the port during the last year, entered it at all hours, found secure anchorage, and, in so far as the navigation is concerned, met with neither accident or delay, on entering or leaving it, the access to and safety in the port cannot be questioned. The number of vessels resorting to Falmouth from foreign ports is assumed to be the best argument that can be adduced in favour of the superiority of Falmouth, inasmuch as all these vessels give it a decided preference, and are only drawn to it by the suitability of its position. Moreover, as a proof of the non-existence of outlying dangers, applications have been repeatedly made to the Trinity House to abolish compulsory pilotage at Falmouth, arising from its well known facility of ingress and egress. Also I may be permitted to remind you that, while every effort is being made by the Union Steam Packet Company to be freed from the obligation to land and embark the mails from and to South Africa at Plymouth, the Diamond South African Steam Packet Company, and the New York and Havre Steam Packet Company, on the other hand, have voluntarily, and without any local influence being employed, selected the port of Falmouth for the landing and embarking their mails and passengers fortnightly, and find no difficulty in using the port for the purpose. These companies are so well satisfied with the advantages of Falmouth, that the Diamond Steam Packet Company is about to be joined by another company, "The United Service Company," and they will run their vessels weekly instead of fortnightly.

No. 11. The reference in the "Plymouth Statement" to the Cornwall Railway is obviously unfair. Although a single line, it has now been open for nearly eight years, during which period not a single instance of collision has occurred upon it, which cannot be said with respect to the South Devon line, a great portion of which still remains single. The curves and gradients of the Cornwall

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are not so severe as on the South Devon line, as it is understood that the Hemmerdon incline is only one in 36, and the Daignton incline is only one in 42, while no gradient on the Cornwall line is steeper than one in 60, and all the gradients have been worked with speed and safety equal to that of the South Devon. The Cornwall Railway does not suffer from its own disadvantages of construction; its trains having to pass over the South Devon line has indeed been many times referred to as its chief source of regret.

No. 14. The letter of Mr. Barrow, here referred to, was written from the Admiralty before railways existed, and when Falmouth possessed the packet station, from whence, although many efforts were made to accomplish it, it was never removed to Plymouth. The pier and docks constructed at Plymouth since that time are in Mill Bay, where, during the late gale, serious damage was done to the works, and they must be much exposed when the wind blows hard from the S. S. E. The Mill Bay Dock, however expensive its construction may have been, cannot be deemed accessible to the steamers entering the port of Plymouth for the purpose of landing and embarking their mails. At Falmouth there are two piers and two splendid graving docks constructed, as has already been represented in the Falmouth memorial; and during the present winter these docks have been continuously occupied, so that on the arrival of the steamer "Venetia" on the 11th ultimo, owing to recent severe gales, the vessels damaged in the Channel and resorting to Falmouth for repairs were so numerous that she could not obtain admission, and was reluctantly obliged to go to Plymouth, where she found one dock only, and that empty; but it is obvious that her putting into Falmouth showed her preference for the port. The captain was well acquainted with Falmouth, and, having used the dock for a sister vessel which he commanded during last winter, he therefore knew very well the accommodation which, under ordinary circumstances, he could obtain.

The assertion made in "The Plymouth Statement," in No. 14, is not founded in fact, as the entrance to Falmouth is not so narrow as either of the entrances at the ends of the breakwater at Plymouth, as can be ascertained on reference to the Admiralty charts of these places.

No. 15. With respect to the post office arrangements at Plymouth, it is assumed that they are not too large for the population in that locality, and any addition to the establishment must be made at Plymouth as well as at Falmouth; but it is again urged that the sorting on board the steamer on the passage home would greatly facilitate the distribution of letters on her arrival, as they could then be sent direct to their destination. The length of time occupied by the ordinary mail train from Plymouth to Falmouth arises from the necessity of stopping at every station on its route, and this may be avoided by the adoption of a special train, which could be put on to suit the arrival of the steamer, and thereby the time of the delivery could be lessened all over the kingdom. It may be mentioned here that the Chairman of the Cornwall Railway Company recently visited London for the purpose of accompanying the deputation that had the honour of waiting upon you on the 18th ultimo, but was summoned to return before he could do so by family circumstances, and although he travelled by the usual express to Exeter, and from thence by special train, he reached Truro from Paddington in eight hours and 25 minutes, this being only 12 miles from Falmouth.

No. 16. Messrs. Wilcox and Anderson's letter was written on the 26th November 1837, when the whole of the circumstances were different from what they are at present, viz., in the size of the vessels, the erections of piers and docks, and the introduction of railways, so that this quotation is inapplicable now, and indeed was not applicable even then.

I am instructed to say that if reference be made to Captain Vincent, who has long been the Manager of the Royal West India Mail Steam Packet Company at Southampton, and who knows the port of Falmouth well, his opinion would undoubtedly be a practical evidence on this subject, and we have no doubt it would be in favour of Falmouth.

I presume to trouble you still further, by asking your attention to the letter from the Chamber of Commerce at Plymouth, wherein reference is made to the accommodation furnished by the number of telegraph wires. To this it is only needful to reply that the telegraph to Falmouth consists of two wires, that

it furnishes at present a large amount of accommodation unemployed, and the International Company will readily find means for meeting any increased demand upon it. As a proof of this I beg to refer you to the accompanying letter from the manager of the telegraph station at this place. I may also observe that, if it were needful, the wires might be extended without difficulty, and with but little expense, from Falmouth to the Lizard Point, to which communications might be made by vessels arriving off that place, and be announced in Liverpool or London immediately, while the mails would be landed at Falmouth, and dispatched on their way without further delay.

The argument in favour of Falmouth as the most western port is as strong as it was for 150 years, during which period it was preferred by the Government, inasmuch as the constructions of a railway to this port removes the objection which existed when the establishment was transferred to Southampton; and, although it is so much resorted to, I beg to inform you, that, should the steam-packet companies desire to remove their establishment to this port, the most suitable part of the harbour at St. Just's Pool remains unoccupied, where, from the depth of water close to the shore, and other great advantages, they would readily provide for their reception.

Plymouth is undoubtedly well adapted for a naval station. The breakwater protects the men-of-war. The Hamoaze receives the vessels in ordinary or under repair. The dockyard is well suited for the Government purpose, and in former times the fact of its being a naval station justified the Government in not interfering with it, by refusing the introduction of any other naval establishment, which it would become, were the whole packet establishment to be removed thence.

Falmouth sets up no competition to the peculiar claims of Plymouth in this respect; and I am instructed to say that, in case of war or other events requiring an increase of national accommodation at Plymouth, the packets having been removed to Falmouth will prevent an interference that might otherwise become a source of serious difficulty.

There are many other points in our favour referred to in our memorial to which I take the liberty of directing your attention, and we are encouraged to hope they will be sufficiently satisfactory to the Lords Commissioners of the Treasury to induce their Lordships to decide in favour of Falmouth.

I have, &c.
(signed) *John Freeman*, Chairman.

G. W. Hunt, Esq., M.P.
Treasury, Whitehall.

— No. 6. —

Mr. *W. Gray* to the Secretary to the Treasury.

Diamond Line of Steamers to the Cape of Good Hope,
1, East India Avenue, Leadenhall-street,
London, E.C., 7 February 1867.

Sir,

I AM requested by the Chamber of Commerce at Falmouth, as manager and principal owner of the Diamond Steam Navigation Company, and being also a nautical man, to write you as to the suitability of the Harbour of Falmouth as a port to land and embark mails and passengers.

In 1864, when I started this line of steamers to run to the Cape of Good Hope, I went specially to inspect the harbours of Plymouth and Falmouth, with a view to make one or other the place of call. I selected Falmouth as being most easy of access, having no dangers in the entrance, except the rock in the centre, on which there is a good beacon.

I consider Falmouth is easy of access night or day with our steamers, with or without pilots, and the captains never stop for a pilot to take them in or out, if no one offers. I remember Falmouth when it was a Government packet station, and have seen the then mail packets (gun brigs) beating out of the harbour under double-reefed topsails, with the wind right in, and it is still the same; and I am of opinion that there is no harbour in the English Channel so suited as a final port of departure or a first port of call for mail purposes. The dangers

dangers of the Channel are avoided; the railway system goes direct to Falmouth; it is the last port vessels can touch at on leaving, and the first on arrival; it has dock accommodation second to no port in the Channel for repairs; and I selected it as a port of call for the "Diamond" steamers, without any influence to lead me so to do, having no interest in connection with either port, and I was wholly guided by my own opinion of the capabilities of the two places.

I am, &c.
(signed) *Wm. Gray.*

G. W. Hunt, Esq., M.P.,
Secretary to the Treasury, Whitehall.

— No. 7. —

Mr. *G. A. Hamilton* to Mr. *W. Gray.*

Sir, Treasury Chambers, 15 February 1867.

I am directed by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of your letter of the 7th instant, and I am to acquaint you that the subject matter thereof is under consideration, and that an answer will be sent to you in due course.

I am, &c.
(signed) *Geo. A. Hamilton.*

Wm. Gray, Esq.,
1, East India Avenue,
Leadenhall-street, E.C.

— No. 8. —

The President of the Southampton Chamber of Commerce to the Secretary to the Treasury.

REPLY of the President and Directors of the Southampton Chamber of Commerce to the Pretensions of Falmouth and Plymouth as a West India Mail Packet Station.

Southampton Chamber of Commerce,
Sir, 21 March 1867.

I HAVE the honour to hand you herewith the reply of this Chamber to the statements made by Falmouth and Plymouth in favour of a more westerly port for the West India Mails; and I beg to state that the delay in presenting that reply has arisen from the care which has been taken in preparing the tables accompanying the reply; and in the accuracy sought to be obtained, they have been checked by the experience of Mr. Scott, the traffic manager of the South Western Railway, and every care taken to avoid mis-statements.

The Chamber has adopted the assumed saving of 10 hours on the sea voyage; but on the interview which I trust you will grant to a deputation from this Chamber, we shall, I believe, afford reasons for much doubt as to any such probability; and even if it were so, it would be wholly lost on the land.

I am, &c.
(signed) *J. R. Stebbing.*

REPLY of the President and Directors of the Southampton Chamber of Commerce to the Pretensions of Falmouth and Plymouth as a West India Mail Packet Station

SINCE the reply to the cases of Falmouth and Plymouth was forwarded to the Treasury, some of the statements have received a remarkable confirmation by the alarming shipwrecks and loss of life within Falmouth harbour on the 17th ult.,* and at the same time most serious injury to its breakwater, the restoration of which will cost many thousands of pounds to effect. Had the wind shifted but two points during the above-named gale, Plymouth would have suffered even to a greater extent than Falmouth, as there were then 400 vessels in the merchant anchorage at Plymouth, the circumstance of the frequently crowded condition of which is a conclusive argument against the use of that portion of Plymouth Sound for the mail packet service; indeed there would never be space for the large mail steamers to swing there, and no one would recommend the laying down of moorings. It would not only be too difficult to get at them, but they would greatly interfere with the anchorage; and Plymouth harbour being quite unsuitable for these large mail steam ships, the only remaining place to notice is the man-of-war anchorage. It is assumed the Admiralty would never suffer so serious an interruption to the Royal Naval Service. That anchorage is already too limited for Her Majesty's ships, the increased size and length of which require even more accommodation than now exists; but to add thereto the West India mail packets would not only be highly objectionable, but requiring at uncertain times, and always a preferential and instant accommodation, would actually impede and embarrass the Government shipping, or subject the mail packet service to the serious alternative of a frequent delay.

A further inquiry as to the time occupied in landing the Cape mails from the vessels of the Union Steam Shipping Company, which vessels are far smaller (and the mails considerably less in bulk than those of the Royal Mail Steam Packet Company), shows that the two hours assumed at Plymouth (*see* Abstract) are frequently extended to as much as four and five hours; still further limiting the occasional saving of a few hours at sea, and probably missing a train, that would delay the mails several additional hours at Plymouth when they were landed.

As much has been attempted to be made of the fog, which is alleged to be more frequent at Southampton than at Plymouth, inquiry is again challenged that it is more prevalent at the western ports, and indeed that Plymouth is peculiarly subject to it. The arrival at Southampton of "La Plata," on the 2nd instant, again confirms this fact, as her logbook shows that the engines had not only to be frequently slowed, but actually stopped on account of the fog during the 24 hours previous to sighting the Lizard; and that although thick weather prevailed so extensively up to that time, it was clear up Channel, and the ship proceeded at full speed.

A pamphlet published in the interest of Falmouth, which has again come under attention, most unfairly gives the number of hours it would take to deliver the mails from a given point off Falmouth to various towns, by way of that port and Southampton, assuming, in the first instance, an erroneous time in reaching Falmouth, and that a train would always be ready to start for every town the moment the mails were landed. It also quotes a special case of the arrival of "La Plata" in March 1866, the details of which are misrepresented. If that ship had gone into Falmouth, her mails would not have been delivered in London one hour sooner than they could have been *viâ* Southampton. But self-convicting as these statements are, attention is called thereto, in order to contrast them with the only true test that can be taken, viz., the tables of arrival over a period of two years, shown by the Government return, on the motion of Mr. Crum-Ewing, M.P., and which tables are appended at length to this pamphlet, with the railway details, and every

* The following are some of the casualties at Falmouth during the gale on the 17th March last, taken from the "Shipping Gazette":—

"Ilmatar" came out of dock on the 16th, and sustained further damage alongside the breakwater.

"Ida Patrone" sunk at her anchors after collision, crew supposed to be drowned.

"Uhla" drove alongside the eastern breakwater and was abandoned.

"Yorkshire" and "Luconia," slipped anchors and ran on shore.

"Iris," "Atlas," "Consul," "Margaret Caithness," "Catch Me," "Woodfield," cut away their masts.

"Morgenstein," "Deutchland," "Auxiliar," "Alipede," "Narcissus," "Isabella," "Alexander," "Eugenie," "Ydale," were dismasted.

"Iberia," "Consul," "Vecta," and "Giovanni" (total wreck), on shore.

"Woodfield," "Luconia," and others, in collision.

"The Euphrosyne Creegh," from Taganrog, having been in collision by driving foul of the "Catch Me," was abandoned. Supposing the vessel to be foundering, the crew took to the boat, in which were the master, his wife, child, and 11 hands; shortly after the boat was capsized, and all were lost except the captain and one man, who were saved by ropes thrown to them from another vessel on shore at the back of the breakwater. The breakwater constitutes the outward boundary of what are called the Falmouth Docks, and which form part of the port. There are no other docks but graving or repairing docks, and within and without this breakwater wrecks and damage to shipping frequently occur. (*See* case of "Excelsior," of 1,231 tons, arrived at Falmouth in November last, now in the Admiralty Court for damage sustained at both the eastern and western breakwater.)

every detail worked out with perfect truthfulness as to various ports, and some of the principal towns and cities in England.

Without the opportunity of sufficient inquiry into the merits of the case of Southampton, some of the northern towns had been induced actually to memorialise the Government to land the mails at Falmouth, where, on the 17th ultimo, the mail steamer, had she been in that harbour, would, if not wrecked or lost, have suffered most serious damage, and the mails been considerably detained. Undoubtedly, in that harbour there would never be the certainty of safety, dispatch, or expedition, as is invariably the case at Southampton.

The West Indian Mail Packet Station.

The Government having been pleased to afford an opportunity to the Chamber of Commerce of the port of Southampton to answer the representations made by certain western ports, in favour of the removal of the West India mails to one or the other of them, the following statements are respectfully submitted for consideration; and the undersigned and their colleagues will be prepared to submit evidence in confirmation of those statements in every particular.

Southampton does not seek to have her welfare considered in preference to the public good; whatever is, after mature deliberation, ascertained to be best for the commerce of the United Kingdom, must be fearlessly and impartially adopted; but it does claim that, unless sufficient grounds of national importance can be shown to justify a change in the West India mail packet port, so serious an injury as that change would inflict may not be permitted to take place, and that not mere equality of postal service by way of a western port but a decided and unquestionable superiority should be clearly proved.

Southampton, besides its natural advantages, has been devoted to the purposes of a mail packet station, and has no considerable trade that interferes with that service, and no other has been cultivated. Capitalists have advanced large sums in completing the docks, and providing within the docks an immense amount of accommodation, specially for this service. The West Indian Company have built and established a very extensive and complete steam ship factory, as well as stores and offices; private enterprise has added numerous facilities, and no port in England has a greater extent of convenience for a mail service than is now possessed by that of Southampton.

So great a prize as a mail packet port has attracted many efforts to snatch the advantages from Southampton; but the postal authorities have never yet been impressed with the representations of superior advantages elsewhere. Even late in the preceding year the Chamber of Commerce of Glasgow, having memorialised the Postmaster General in favour of a change of port from Southampton to Falmouth, received a reply "that the question had been already fully considered, and that it had been decided that such an alteration was not expedient, as it would be attended with considerable expense, whilst the benefit, if any, would be but slight."

It will always be of interest to the Government and the London merchants to have the port of arrival and departure of the mails as near the metropolis as possible; and whilst the north, as will be shown, would get no real benefit by any change, London would be seriously injured. The last arrival, the "Tasmanian" (*see* Abstract), enabled the London merchants to reply by the steamer leaving Southampton on the following day; but if that vessel had gone to Plymouth and landed her mails there, London would have been deprived of that opportunity and the north also.

Southampton is within 80 miles of London, and special trains can be run at any hour. It is often the case that portions of the mails came by other and earlier trains than the mail train, whilst sometimes the Post Office vans have reached Waterloo Station with the last portion of the mail, too late to save the last down train, viz. the 11.10 a. m. train, when, without extra expense, a special train has been immediately dispatched with the last arrival of mail bags; so also for Government despatches, the mail steamer can be detained by telegraph, and in two hours anything or any person may be sent on board. This is impossible with a mail port 250 or 313 miles distant. Southampton has always 12 trains to the metropolis daily, and sometimes more, whilst Plymouth has only five, and Falmouth only three.

Southampton has the advantage of a double high-water every tide, which enables steamers to be docked and undocked with a facility unknown at any other port. Instances have occurred when large steamers have been coaled and laden with cargo ready to take the mails, and have been disabled by fouling the screw or some similar damage, involving the absolute necessity of dry-docking the mail steamer. This has been done, and the ship out of dock in 12 hours, with no detention of the mails. At Plymouth or Falmouth it could not be done, and the delay would be very considerable.

Only as late as Sunday the 10th ultimo, the "Roman," belonging to the Union Steam Shipping Company, which company had already memorialised the Postmaster General to be released from calling at Plymouth, on account of the delays and dangers there, was detained at Plymouth with the mails on board, and having, with bad weather and in an exposed anchorage, necessarily a good scope of cable out, swung round upon a brig and received considerable damage. On the following Tuesday there was a continuous arrival of vessels at Plymouth Sound, until at sundown there were 300 merchant vessels anchored in the port; a vast addition to the men-of-war and merchant ships already

lying there, and a consequent increase of the liability to accident. A short time ago, Her Majesty's Ship "Dryad" went outside the breakwater to try the measured mile, a fog came on and she went on shore, receiving much injury. These things never happen at Southampton.

The "Bavarian," belonging to the Hamburg-American Company, that recently put into Falmouth with loss of rudder, could meet with no dock having sufficient water over the cill to receive her; and on application to Plymouth, such facility could only be afforded twice in 14 days; and the damaged ship had to sail for, and is now in, Southampton, receiving the ample accommodation it affords at all times of tide or weather.

Time need not be occupied in detailing the severe damage that the landing stage and harbour works received at Falmouth, during the late gales, as well as to the shipping that had relied on the supposed safety of that port; but that damage is notorious to the nautical world. Falmouth has no docks, in the sense of accommodating vessels to load and discharge. Its only docks are those for repairing vessels, and its largest dock has only 16½ feet at high-water, over the cill. Indeed, of the ports of Southampton, Plymouth, and Falmouth, Southampton is the only one where vessels can load and discharge mails, passengers, and cargo, within the protection of an open tidal dock at all times, and where no mail packet has ever received the slightest injury.

Captain G. P. Mends, R.N., in a recent letter, states that "Few vessels of any size enter the harbour of Falmouth at night, or in bad weather," whereas at Southampton they enter at all hours of the night as well as in bad weather, and they make smooth water the moment they are within the Needles.

Evidence can be given that vessels making for Plymouth, and not being able from thick weather, to sight the Lizard, lay on and off at a great sacrifice of time; but if bound to Southampton could, by soundings, make considerable progress up channel, and often get to the Needles sooner than to Plymouth.

Not only has the Union Steam Shipping Company carrying the Cape of Good Hope mails used its utmost endeavour, after an experience of Plymouth, to get away from that port, but the General Screw Steam Shipping Company some years since left Plymouth, and located its fleet at Southampton; and when the company changed into other hands, and became the European and American Shipping Company, the vessels continued at the port of Southampton.

The Associated Chambers of Commerce recently, by a majority of 22 to seven, rejected a motion for addressing the Government in favour of a western port, but carried an amendment that it had not sufficient information to enable it to come to a competent opinion, and referred the subject to the postal authorities, as to whether or not the public interests will be served by making any change from the port now adopted, and, if so, what port will be the most suitable.

This inquiry Southampton earnestly solicits; it refers with confidence to the experience of a quarter of a century, and urges that if any change in the existing practice is contemplated, such as that the mails are to be sorted on board and dispatched to the north without passing through London, such change may be made in connection with Southampton as the best port and the cheapest means by which the new system may be placed in operation. But Southampton does not presume to say that these alterations may be effectual; one great central postal establishment, and that now at the very zenith of perfection, has immense advantages, advantages that probably cannot be exceeded, for the dispatch of the West India mails as also for their reception and distribution.

On the vast experience of the postal authorities this great question must ultimately rest. The northern and manufacturing interests have not fully discussed the subject, but have been much influenced by the seeming influence of Western representations. The change of port will certainly not expedite the delivery of the West India mails in the North of England, and may very likely retard it. It remains to be seen what gain can be accomplished by new methods of sorting on board, and forwarding direct to the north; it can be tried inexpensively, by way of Southampton and London, or *viâ* Basingstoke and Reading; and the dock and railway companies will give a liberal and ready assistance in facilitating this trial.

At the interview which the Chamber had with the Treasury, it was ascertained that no advantage would ensue by landing the mails for London at any other port. It is therefore deemed unnecessary to prepare any table or make any remarks as to this matter.

Moreover it has been found that when a slight advantage had been gained to the northern towns by way of Plymouth, Ireland received no benefit, as the Irish mails were forwarded by the same steamer from Holyhead as would have been the case if landed at Southampton.

Though the merits of the case of Southampton, as set forth in those important statements, are in a public and national sense so conclusive as to enable the Chamber to rely upon the utmost weight being attached to them, it not being an unimportant element of consideration that on the faith of the careful and impartial selection of Southampton for this service, after a full comparison with every other port, a very large number of persons have invested their capital and their savings in its town and neighbourhood; commanders, mates, pursers, engineers, petty officers, and others connected with the packets, have built and purchased dwellings to a very large extent, and together with many widows, spinsters, persons with small savings, retired tradesmen, as well as a richer class of persons, have advanced monies on mortgage of various properties in Southampton. Any change in the

packet

packet port would be a serious loss to them, any extensive change their entire ruin. In such a case Government have invariably given attentive consideration before making so serious an alteration, and that consideration is earnestly entreated at the present time.

Attention is earnestly solicited to the tables which accompany these statements; they are honestly prepared, checked by impartial hands, and, it is believed, conclusively establish, not only the equality, but the superiority of Southampton. On those tables, and on the many conveniences attached to the port of Southampton, and the convictions which long experience must give in favour of that port, this Chamber confidently relies, and on that fair and impartial investigation which the Government and heads of Departments invariably give to all public questions.

West India Mails.

ABSTRACT of Results shown by Tables as regards *Falmouth.*

Comparing the arrival of the mails at various northern towns, if sorted on board and forwarded from Southampton, either through London or *viâ* Basingstoke and Reading, with the forwarding from Falmouth *viâ* Bristol, on the basis of Parliamentary Return, No. 337, 12th June 1866, moved for by Mr. Crum-Ewing, M. P.

Out of the 48 arrivals given in the Parliamentary Return:

In 26 instances the delivery of letters would have been equal.

In 18 cases the delivery would have been earliest *viâ* Southampton, viz.:

In 16 of these cases, by an average of 6 hours 55 minutes.

But in two the actual amount cannot be ascertained, as, on account of fog prevailing off the western ports, as per ship's log, it was uncertain at what time the ship could have entered Falmouth.

In 4 cases the delivery would have been earliest *viâ* Falmouth, by an average of 10 hours 50 minutes.

48

Note.—In the Parliamentary return the actual delivery of the mails to the postal authorities at Southampton includes every casualty and delay in so doing, and in the tables from which these deductions are made, that basis is adopted, as regards Southampton, but no time is given against Falmouth for any casualties or delays occurring between a common point assumed, five miles off the Lizard and Falmouth; but two hours are allowed for the delays after arrival, making the ship fast or coming to anchor, receiving the Customs and Health officer's visit, bringing the tug alongside, delivering the mails to the tug, conveying them on shore and delivering them to the postal authorities. As instances occur in the appended tables when the mails arrive at the post office at various other northern towns after business hours (both from Falmouth and Southampton), whereby the mails remain in the post office the whole or a portion of the night, the hour of six o'clock in the morning is assumed for the purpose of these deductions to be the time of arrival in each such case.

West India Mails.

ABSTRACT of Results shown by Tables as regards *Plymouth.*

Comparing the arrival of the mails at various northern towns, if sorted on board and forwarded from Southampton, either through London or *viâ* Basingstoke and Reading, with the forwarding from Plymouth *viâ* Bristol, on the basis of Parliamentary Return, No. 337, 12th June 1866, moved for by Mr. Crum-Ewing, M. P.

Out of the 48 arrivals given in the Parliamentary Return—

In 26 instances the delivery of letters would have been equal.

In 13 cases the delivery would have been earliest *viâ* Southampton, viz.:

In 11 of these cases by an average of 8 hours 21 minutes.

But in two the actual amount cannot be ascertained, as on account of fog prevailing off the western port, as per ship's log, it was uncertain at what time the ship could have entered Plymouth.

In 9 cases the delivery would have been earliest *viâ* Plymouth, by an average of 7 hours 55 minutes.

48

Note.—In the Parliamentary return the actual delivery of mails to the postal authorities at Southampton includes every casualty and delay in so doing, and in the tables from which these deductions are made that basis is adopted as regards Southampton, but no time is given against Plymouth for any casualties or delay occurring between a common point assumed, five miles off the Lizard and Plymouth Sound; but two hours are allowed for the delays after arrival, making the ship fast, or coming to anchor, receiving the Customs and Health officer's visit, or bringing the tug alongside, delivering the mails to the tug, conveying them on shore, and delivering them to the postal authorities. As instances occur in the appended tables when the mails arrive at the post office at various other northern towns after business hours (both from Plymouth and Southampton), whereby the mails remain in the post office the whole or a portion of the night, the hour of six o'clock in the morning is assumed for the purpose of these deductions to be the time of arrival in each case.

REPLY to the Case of FALMOUTH.

IT is respectfully submitted that the case of Falmouth, as presented in the printed document furnished to this Chamber by the Treasury, is so ancient in date (1843) as not to be applicable to the present time, and that this case refers principally to the favourable opinion of the late Admiral Sir James Gordon, Bart., and his committee, that "they considered a western port most desirable for landing and embarking the mails to and from the West Indies; and, that provided a railroad existed to the South West Land's End, and a harbour were constructed in that neighbourhood, where the mails might with facility be put on board and landed, they would, unhesitatingly, recommend that harbour for adoption." The committee then dwelt on the degree of uncertainty attached to the conveyance of mails by steam vessels, compared with that in which a coach or railroad became the medium of conveyance, and Sir James then recommended Dartmouth as the packet station. The value of that opinion was entirely overcome by the further inquiry that immediately after took place, and the Government of the day reversed the decision in favour of Dartmouth, and adopted Southampton. Dartmouth, though since accommodated with a railway, has never been seriously entertained as a suitable place for the Mail Packet Station, and if even a good port to make, which it is not, and free from other objections, it is of an insufficient width for the resort of the large and long steamers now engaged in the West India Mail Service of this country; indeed there is not room for these steamers to swing at that port.

The case of Falmouth has been supplemented by a more recent document, which, though not accompanying the statement forwarded to this Chamber from the Treasury, may hereafter be presented, and a general reference is therefore made to both.

Falmouth assumes that the further the mails are conveyed by land, and less by sea, the greater the regularity, and urges this in connection with the risk of collision, fogs, and storms. Upwards of 25 years' experience of the West India steamers to and from Southampton shows a remarkable absence of collision (whether this can be equally said of railways is a question), and a very slight interruption from fogs. Generally when fogs have interfered with arrivals, they have interrupted the sighting of the Lizard, and storms which would oftentimes have rendered Falmouth a dangerous harbour to make, and dangerous when made, are at once harmless when the mail packet is inside the Needles, and which the same 25 years' experience proves to be perfectly safe to make in the most boisterous weather. Ten hours have been assumed by his Grace the Postmaster General as the saving on the sea voyage, and it will be shown by the tables attached hereto, in reference as well to Falmouth as to Plymouth, that any saving on the sea voyage is lost on the land. The intricacies and delay of railway communication over a long length of railway soon overcome any saving at sea, and especially in the case of Falmouth, where a train having started just before the arrival of a mail packet, the mails would frequently be detained several hours before the next train started, and with a single line to Plymouth, and partially a single line thence to Exeter, no special train could, without ample notice and previous arrangements over a long length of railway, safely be despatched.

Plymouth, practically, can be reached from the sea, on the homeward voyage, nearly as soon as Falmouth; and mails, if landed at Falmouth, would have to be brought *viâ* Plymouth, over a single line of railway, on which no passenger train runs more than 22 miles an hour, and some much less, even if the mails arrive in time for a train just starting.

The tables appended (as is confidently asserted) show a decided disadvantage to Plymouth, as compared to Southampton, and prove that Falmouth is altogether out of the question as a mail packet port.

A West India steamer makes 12 and sometimes 14 knots an hour when she reaches the Channel, and a careful analysis of the West India voyages during two years ending March 1866, given by Mitchell's Steam Shipping Journal, proves an average speed of these steamers from St. Thomas to Southampton to be close upon 10½ knots per hour, and to use the editor's able remarks in giving the distance run, "but the actual total distance run, must be in excess of this calculation; therefore we may safely assume that the average speed when under weight, and allowing for all deductions, was nearly upon 11 knots per hour." He adds, "this was good steaming, and considering that during head winds, hurricanes, and fogs, a ship's progress must be retarded at times very considerably, the speed in fine weather and fair wind is nearer 13 than 11.

This testimony is given, particularly in reference to a paragraph in one of the printed statements issued by Falmouth, following very incorrect figures in the times given of delivering the mails *viâ* Southampton to London and Birmingham. "In this calculation it is assumed that steamers in the Channel are always able to make eight knots an hour. This, however, they are constantly unable to do, on account of heavy and thick weather, and the saving by the Falmouth route will, of course, be increased to the full extent of any such delays."

If the important question of the best mail packet port were to be placed on the issue of fogs and thick weather, Southampton would readily rely on its greater freedom from these interruptions than either Falmouth or Plymouth. Thick weather frequently obscures the Lizard and Eddystone, and in such cases a vessel bound for Southampton, instead of lying on and off, or going at slow speed till the weather clears up, can proceed on her voyage to Southampton with well proved safety and much saving of time; and, with regard to the port itself, Falmouth is peculiarly subject to the well-known south-west gales, to a thick drifting mist, causing a more serious difficulty, especially at night, than

ever

even an occasional fog, from which, however, that port is by no means free, and proof can be given of frequent detentions within it from this special cause.

The importance of saving time, in order to enable the northern towns to answer letters by the homeward mail, calculated to arrive on the 14th and 29th respectively, by the outward mail of the 17th and 2nd, is no doubt of the highest importance; but lately the arrival of the homeward mail has been delayed by the effects of yellow fever preventing a punctual starting on the other side, and extra time consumed in getting pratique, and in fumigating the mails on arrival. Under ordinary circumstances, however, every effort should be made to give increased facilities for delivering the letters earlier to the north as well to London. This, Falmouth says, is to be done by adopting Falmouth as a port of call, and by sorting the mails either on board the packets or in the railway train between Falmouth and Bristol. Southampton, however, submits, that if alterations of this kind are to be made, it would be better to sort the letters on board, during the voyage on board, or on arrival at Southampton, and forward them direct to the north, by way of London, as at present, or *viâ* Basingstoke and Reading, in order to save the large additional expense and risk of having two ports to make on the homeward voyage, instead of one, and of sending the mails over more lengthy lines of railway (a portion having only a single line of rails), complicated by belonging to different companies and by being under different management.

The dock company could provide a suitable building for sorting the letters in the docks alongside the mail steamers, and by the doors of which the railway carriages would run.

The mails can be landed at Southampton in all weathers, and at any time of tide. This could not be done at Falmouth; there is not water enough for the mail steamers to approach the landing stage at all times of tide, and no dependence could be placed on transferring the mails, or at or within the entrance of Falmouth Harbour, to small steamers, as in bad weather, with the wind from S. W. to S. E., it could not possibly be done. These steamers cannot go safely inside the Black Rock; a serious danger in going into Falmouth Harbour, and lying outside the exposed position in bad weather is too alarming to be risked.

Moreover, the crowd of vessels lying there for orders, or for change of wind or weather, will even render the movements of the large steamers either impossible or dangerous, and collisions are likely to be very frequent, when a vast number of sailing vessels arrive at or depart from that port. In May 1865, 112 ships arrived in Falmouth from foreign ports in one day; and on the 16th February 1866, the "Times" says, the long-detained fleet in the "roads," harbour, and creeks of the Fal, "got under weigh and proceeded, to the number of 150 sail and upwards, bound for various ports;" and adds, "120 vessels remain." It cannot, therefore, be too seriously impressed on the attention of the Government, that the crowded state of Falmouth will always be a serious impediment to the mail packets, where every facility and despatch are required. The whole question to be discussed is a saving of a few hours; and whatever sea time is saved when nominally making Falmouth, that is immediately commenced to be lost, as on reference to the table appurtaining to Falmouth, it will be seen, that on only four occasions out of 48 would Falmouth deliver the mails to the north earlier than Southampton; that on 26 times the delivery would have been equal; and on 18 times Southampton would have delivered the mails to the north earlier than Falmouth.

Further reference to Falmouth is unnecessary; it has no case; it has deceived itself, and, unintentionally in all probability, deceived others; it cannot save the time it pretends; it has no efficient accommodation for large steamers; they can neither be docked nor repaired there. It is a good port of call for vessels wind-bound and waiting orders. It is crowded for its special usefulness as such; but can never accommodate a great steam mail service, and would disappoint every expectation if it were attempted.

The following extract from the "Times" of the 18th ult. is so confirmatory of the statements made in this case, that it requires special notice:—

"Falmouth, Sunday evening (by telegraph).—It has blown a terrific gale all day from E. S. E. The brig "Sea Spray," of Shoreham, Jewell, master, from Enos, with rye, drove against the eastern breakwater and sunk. The Russian bark "Ophelia," Brunstrom, master, from Odessa, with linseed, anchored near the shore in the western bay, and is riding with her masts cut away; the mate and three men have landed, the remainder are on board. The bark "Marmion," of Shields, from Odessa, with linseed, drove on shore near Gyllingvase beach, and is going to pieces; crew, excepting master and one man, saved. The brig "Uhla," of Whitby, Loraine, master, from Shields for Constantinople, drove from her anchors and struck the ground near the breakwater; she was abandoned by the master and crew, with six feet of water in the hold."

Statement of the Advantages of *Plymouth*, as a Mail Packet Station.

The attention of the Government having been called to the necessity of selecting a western port for a Mail Packet Station, the Chamber of Commerce of the Port of Plymouth, submit a statement of the following advantages possessed by Plymouth not possessed, to the same extent, by any other port.

[This statement is reprinted in paragraphs from that furnished to the Government.]

1. Suppose a mail packet to be coming from the westward or southward, having to land her mails so that they might reach London, or the northern parts of England in the shortest time, the best port for which she must shape her course will be the Port of Plymouth, for the following reasons: the distance from the entrance of the Channel to which she would of necessity arrive, is less to Plymouth than to any other port, except Falmouth. This advantage of distance in reaching Falmouth is more apparent than real as regards the sea, and is more than compensated by the lengthened land journey that must be made before the mails can reach Plymouth, through which place they must pass even if landed at Falmouth. With regard to Southampton, Plymouth possesses an advantage, even in the most favourable weather, of at least 12 hours, and in bad weather an advantage of from 12 to 30 hours, or even more.

The Reply of the Southampton Chamber of Commerce to the case of *Plymouth*.

This has been through the agitation of the western ports, and their erroneously representing to the northern towns that by adopting one of those ports the manufacturing districts would get the mails much earlier than *viâ* Southampton, and comparing the time of the assumed earlier delivery with the mails sorted on board, and forwarded *viâ* Bristol (a proposed new state of things), with the mails now landed at Southampton, unsorted and sent to London, sorted there, and forwarded to the north. The northern interests require not a western port, but the earliest delivery of the mails. This would be accomplished if the new arrangements are adopted, and are applied in relation to Southampton and the mails despatched (if time can be gained) *viâ* Basingstoke and Reading, instead of *viâ* London, but probably London will be preferable.

The advantages alleged by Plymouth as not possessed by any other port will be shown to be an unsupported statement, and it will be demonstrated that Southampton possesses every one of the alleged advantages of Plymouth, with none of its disadvantages, and of these disadvantages are frequent fogs, insufficient accommodation for the large steamers, necessity of landing the mails in tugs, the obligation on the Royal Mail Steam Packet Company to have another port of call, delays of the mails in landing, and delay on the rail when landed, a single line over a large portion of the railway to Exeter increasing that delay, and preventing special trains being safely despatched over that line.

1. Passing by the mere assertion, attention is called to the words "coming from the westward or southward," which is no doubt meant as "coming from the West Indies or the Brazils." As regards the former, the ships frequently sight the Lizard on their homeward voyages, and a sea distance is doubtless saved. The 10 hours named by his Grace the Postmaster General is not disputed, provided the Lizard is at once sighted. The Brazil packets do not run from the Brazils direct to Southampton, but *viâ* Lisbon passing close round Ushant and up the Channel, occasionally sighting the Start, but more frequently Portland, and entering the Solent about the same time as they might have been off Plymouth. It is therefore proposed to discard the Brazil packets from consideration, for if no time can be saved by landing the West India mails at Plymouth (as will be very clearly shown) no question will remain as to landing the Brazil mails at Southampton.

The disadvantage would be so manifest from the very different homeward route the two lines of packets respectively take, that further reference would only encumber this statement.

In the course of these replies and on a reference to the tables which accompany this refutation, it will be seen in the most conclusive manner that 10 hours saved on the sea are entirely lost on the land. These and many other arguments urged in reference to Falmouth apply also to Plymouth, and are therefore not repeated.

The observations as to the advantage of Plymouth over Falmouth are fair and reasonable.

The

Statement.	The Reply.
	The term "30 hours" is a mere figure of speech, as half that time has never been occupied between the assumed common point, on the homeward track five miles off the Lizard and Southampton, unless in the case of a disabled ship, which casualty may happen any where or at any time.
2. Plymouth can be approached by the largest steamers at full speed, at any time of day or night, up to the moment of dropping the anchor, having ample depth of water, with no outlying danger of any description whatever; and the Sound can be entered direct from the Atlantic without skirting the coast, thus saving much time and great anxiety.	2. This is true of Plymouth when there is no fog, and equally so of Southampton, and the latter port is always reached under the same circumstances in which Plymouth could be, by the largest steamers, at full speed, both day and night. Plymouth has its outlying dangers when approached from the westward, viz., the Hand Deeps (Rocks) lying between the Eddystone and Rame Head, 3½ miles N.W. of the latter. The West India ships constantly pass to the southward of the Eddystone, and generally 20 miles or more from the Port of Plymouth. The Brazil, and other ships from Lisbon or Gibraltar, have no occasion to go nearer the Eddystone than 50 miles. They round Ushant within six miles of it, and steer directly for the Needles, the track being clear of all outlying dangers. Should a ship be trying to make the Eddystone during the fogs that frequently occur in the neighbourhood, and not observe that lighthouse, she risks overshooting her landfall to the eastward, where at nine miles from the Eddystone is a bed of sunken rocks, called the East Ruts, which in bad weather and equinoctial tides would be fatal to ships of the draft of water of the large mail steamers.
3. The Eddystone Lighthouse, 10 miles off the port, is a light by night and a beacon by day, enabling the vessels to shape their course at high speed for this port with confidence.	3. This is true, provided you can see it fully four miles as you near it: but the same may be said of the Start, of Portland, and the Needles, to a vessel making for Southampton; they offer the same facilities for steering at high speeds, and (even in thick weather) so well defined are the soundings between the Start and Portland, that the commander of a ship can always tell if she is inside the chord of the arc formed by these headlands, as obtaining less than 30 fathoms would be sufficiently significant to suggest hauling more to the southward.
4. The advantages in leaving Plymouth are the same as those in approaching Plymouth, steamers being able to leave at full speed at all times of tide, by night or by day, and shape their course from the Eddystone direct for the Atlantic.	4. This is quite true, but the same exists with regard to Southampton, and it is a valuable result that on a vessel leaving the Needles the same course that she was steering down the Solent W. by S. to pass the Needles, will take her right out to the Azores, a circumstance of the highest importance in respect to iron ships, by which any possible error in the compasses is detected at the very commencement of the voyage; and all vessels leaving the Needles can check the compass courses by Hurst Lights, or Lighthouse, and on arriving and sailing, by bringing Praul Point just open with the Start, and *vice versâ*, as is well known to all seamen.
5. No port to the westward can be compared to Plymouth in respect to the facilities which it affords for the ingress and egress of large steamers at high speed, in all times and under all conditions of tide and weather, together with perfect security of anchorage.	5. One of the Cape mail steamers dragged her anchors and nearly went on shore at Plymouth. The Danish ship "Brigetta Melchiors," in November 1865, drove from her moorings and was nearly wrecked; and the same results happened with the French ship "Paulister," and a Russian brig. H. M. ship "Achilles," iron screw steamer, attended by three tugs, in July 1866, struck on the eastern side of the Winter Rock, which

Statement.	The Reply.
	which lies on the northern part of the Sound,* and a very long list of casualties might be given (if anything really turned upon this part of the question) to show that in Plymouth Sound, and in the whole range within the Breakwater, very serious accidents have happened, because it has not perfect security of anchorage.
6. Falmouth, for example, has outlying dangers of considerable importance, together with a narrow entrance, which render it difficult in bad weather for a large ship to enter by day, and at times almost impossible by night. Falmouth is now so much used as a port of call for orders by merchant shipping engaged in the home and continental trades, a custom which is likely materially to increase, that the crowd of shipping entering and leaving that harbour from and to all quarters, together with the number of sail at anchor, not only within the harbour, but wherever there may be anchorage outside, render the approach a matter of difficulty and caution, attended with considerable danger of collision. A reference to the chart, showing the course of a steamer along the coast from the Lizard to Falmouth, will exemplify these statements.	6. This is, no doubt, perfectly true, especially when it is considered that the ships of the Royal Mail Company are 350 feet in length. It should, however, be borne in mind that this graphic description of Falmouth applies very largely to Plymouth, the harbour of which is particularly liable to the effects of heavy gales of wind from which Southampton is protected. Some time since, the Cape mail steamer "Propontis" was detained from Wednesday till Friday with the mails on board, from the boisterous state of the weather, an amount of delay that has never occurred at Southampton. The dock gates have been driven in on more than one occasion. In March 1866, the "John Monroe" was driven on the rocks near Two Coves, and the bridge which connected the pontoon with the shore at Mill Bay was wrenched from its moorings and sunk. The Shipping Gazette of the 30th of November 1865, says, "The vessels wrecked on the rocks in Batten Bay remain nearly *in statu quo*, with the exception that active measures are being taken to get out the cargoes preparatory to their being sold. The sale of the cargoes of the 'Mischief' and 'Apollo,' will take place to-morrow; the hull of the 'Mary' on Friday, and the cargoes and hull of the others in a few days."
7. No port to the eastward can bear comparison with Plymouth not only with respect to the facilities of ingress and egress, but having regard also to the loss of time which must ensue from a lengthened sea voyage and the dangers and delays of a channel passage with the increasing risk of a collision.	7. This, no doubt, is meant to refer to Southampton. The facility of ingress and egress has been amply proved by the immense number of voyages of the large mail steamers for upwards of a quarter of a century to and from Southampton, by the remarkable absence of collisions over that lengthened period, by the arrival at and the departure from that port, both by the Needles' passage and the east end of the Isle of Wight, of that immense vessel, the "Great Eastern," that she lay in Southampton Harbour during one of the most boisterous winters ever known, and that she swung at her moorings every tide without the slightest accident of any kind. The delays of the longer sea voyage have been already dealt with. The dangers cannot be shown to exist; the regularity and absence from channel accidents of the vessels engaged in the mail packet service negative these imputations: and let the case be considered; supposing a packet 16 miles distant from Plymouth, and, no unfrequent occurrence, a dense fog sets in, she remains at sea till the fog disappears, but supposing she is within 16 miles of Southampton, and a fog compels her to stop, she can anchor in the Solent passage, where, by firing two guns in quick succession (the Royal Mail Company's signal) a tug is sure to find her and her mails thereby landed; and most probably she would have been telegraphed from Hurst Castle before the fog set in. It may be remarked that a fleet of 100 trawlers

Vide "Times" correspondent.

STATEMENT.

8. Southampton labours under the disadvantages not only of a lengthened channel passage of some hours, under the most favourable circumstances, but also of the difficulties presented by the intricate navigation of the Needles, in the Solent, and in the river, together with the dense fogs which are so prevalent within and about the Isle of Wight, rendering that coast peculiarly dangerous to steamers at high speed. Steamers are often compelled for these reasons to avoid the Needles' passage, and proceed round the Isle of Wight to Spithead, thus adding considerably to the time occupied.

THE REPLY.

lers are frequently off Plymouth, and about the Eddystone, rendering collisions much more likely than in approaching Southampton.

As to collisions, the cases abound both within and without the port of Plymouth. In June 1866 the screw steamer "West of England" came in collision with the schooner "Raphael," off the Start in a dense fog. In March 1865, the weather being rather thick, H.M. ship "Hawke" came in collision with H.M. ship "Prince Consort," 35, just under weigh to proceed to the measured mile, and this within Plymouth Sound. If time permitted, a whole catalogue of wrecks, collisions, and instances of fogs, both in and out of these harbours, would be given as to Plymouth and Falmouth respectively.

8. The lengthened sea-voyage question has been already answered. The alleged intricate navigation of the Needles, Solent, and river, is abundantly disproved by the fact of thousands of voyages by various mail steamers under all circumstances of time, tide, and weather, over a period of upwards of 25 years, by the testimony of the following commanders of various mail steamers, many of whom have frequently come into Southampton Water by night and day without a pilot, and whose original statements are in the hands of his Grace the Postmaster General, accompanying a memorial in May last from the Union Steam Shipping Company, asking to be relieved from calling at Plymouth for the Cape of Good Hope mails:—

Captain J. H. Jellicoe, Royal Mail Steamer "Atrato," 3,126 tons.
Captain T. A. Bevis, Royal Mail Steamer "Douro," 2,823 tons.
Captain P. M. Woolcott, Royal Mail Steamer "Oneida," 2,285 tons.
Captain John Lewis, London and South Western Steamer "St. Malo," 300 tons.
Captain James Goodridge, London and South Western Steamer "Brittany," 600 tons.
Captain George Clements, London and South Western Steamer "Griffin," 264 tons.
Captain William Turtle, London and South Western Steamer "Dispatch," 321 tons.
Captain F. Woolley, Royal Mail Steamer "Shannon," 3,471 tons.
Captain George Babot, London and South Western Steamers, for a period of 34 years.

Certificates to the same effect could, if need be, be produced from the commander of every mail packet sailing from Southampton. Captain James Goodridge states that he has made from 3,000 to 4,000 voyages to and from Southampton.

Fogs are no more numerous in coming to Southampton than to Plymouth, as the meteorological tables, to which easy access can be had, will convincingly show, and neither from that cause nor from any other are steamers compelled to avoid the Needles' passage and proceed round the Isle of Wight. A direct negative is given to this random assertion. In one case, 20 years ago, a young and then timid commander did make the Spithead passage, and he is ready to give a certificate that he did what was unnecessary, and he could have no occasion to do so again; and that although he has navigated the whole 20 years since to and from the port, he has never known any commander do the same thing.

Statement.	The Reply.
9. Dartmouth being farther to the eastward than Plymouth, it is also open to the same objections as Southampton, though to a less degree. This harbour, however, does not offer so free and open an approach as Plymouth, and is not so easy of access at all times of day or night, or in all states of weather and tide, the approach from the Start along the coast not being free from dangers.	9 and 10. Dartmouth is so entirely out of the question, from the narrow width of the harbour and entire unsuitableness for the long and large mail steam-ships, that this mere passing observation will suffice.
10. No other ports having been mentioned in competition with Plymouth, it is not necessary to refer to any more.	
11. The inland communications between the port of Plymouth and the other large centres of commerce, and, in short, to all parts of the kingdom, will be found to be complete, and the large population of the three towns comprised within the port, amounting at the last census to 130,000, together with the requirements of the naval arsenal, will render necessary a continual increase and development of internal communications by railway and otherwise. The railway from Falmouth passing through Plymouth being a single line, with curves and steep gradients not adapted to a high speed, the time occupied on a railway from Falmouth to Plymouth (from 3 hours to 3 hours 13 minutes, by the time table) must be deducted from any advantage which Falmouth may be supposed to possess as a more westerly port. This advantage, however, it is contended on the part of Plymouth, is greatly reduced, if not altogether equalised, by the fact that steamers can and do run boldly for the port of Plymouth, and enter in all weathers and at all hours of the night, landing their mails even before they could venture to approach the port of Falmouth. Also, in the case of steamers coming direct from the south, bound to Plymouth, they shape their course for the Eddystone, and the actual mileage distance is then scarcely more than to Falmouth. On an average of voyages, Plymouth is thus practically the most westerly port. The railway communication from Plymouth to the eastward consists of nine trains daily; that of Dartmouth, seven trains; that of Falmouth, five trains.	11. It is absurd to talk of the inland communications to all parts of England being complete, when the only line to Plymouth, the South Devon, is partly a single line, say as much as 25 miles; the gradients between Exeter and Plymouth are very severe, 1 in 40, 1 in 42, and 1 in 43, for considerable distances, and the curves very sharp and numerous. From Falmouth to Exeter *viâ* Plymouth, the only route, there are 90 miles of single line, and the 7·20 a.m. train runs at only 21¾ miles per hour. 10·15 a.m. „ „ 20¼ „ „ 1·17 p.m. „ „ 17½ „ „ 4·0 p.m. „ „ 20⅜ „ „ So that the fastest train does not reach 22 miles an hour; and in the transmission of the mails direct from Plymouth to the north, the same remarks as in the case of Falmouth apply, that they would be delayed by having to send over more lengthy and intricate lines of railway, complicated by belonging to various companies and by being under different management. Plymouth thus participates largely in the delays and dangers on the rail which she applies to Falmouth, though she may have fair reason for saying that steamers may with advantage make Plymouth instead of Falmouth. There are only practically three through trains daily from Plymouth to Birmingham, and only two from Falmouth to the same place.
12. The Cape of Good Hope mails, having always been dispatched from Plymouth, afforded an instance of the regularity with which the mail service can be performed to and from this port. These mails have been dispatched and landed in every instance within the postal time, and in no instance have the packets with the mails ever been prevented through any local cause from sailing from or arriving at Plymouth at the proper time. This regularity is attributable to the facilities of ingress and egress offered by this port in all times and conditions of tide and weather before referred to.	12. This is scarcely consistent with the facts that in March of last year the Union Steam Shipping Company (carrying the Cape mails) forwarded a memorial to the Postmaster General, praying to be allowed "to change the port of arrival and departure in England from Plymouth to Southampton;" and in a subsequent communication the Directors said, "they considered the advantages of the proposed change in regard to postal arrangements so manifest, that they did not think it necessary in their letter of the 31st March to urge its acceptance upon the Postmaster General, especially as no extension of time was asked for the longer sea voyage;" and the Directors, in a letter of May last, observe (in reference to the statements of Commander Walker and Mr. Fudge, published as an appendix to the Plymouth case, which it is deemed needless to reprint here), "that the regularity of the arrivals and departures of the mail packets of this port (Southampton) for the last 20 years, is an additional guarantee that no such difficulties exist as are set forth." The Directors in that letter give the following distinct expression of opinion, after several years' experience: "With regard to the harbour of

Statement.	The Reply.
	of Plymouth, it is scarcely necessary to state that in rough weather we have had great difficulty and delay in landing and shipping the mails, and that instances have occurred when it has been impossible for the ship to communicate with the shore at Southampton, the packet lies alongside the quay or dock." The difficulty of communication with the shore has been often experienced at Plymouth. Lord Durham was on one occasion detained three days on board Her Majesty's ship "Inconstant," and could not land.
13. Government inquiries as to the merits of various ports have always resulted in reports favourable to Plymouth.	13. This is a statement calculated to mislead, as will be shown in the replies to the next three paragraphs. It is also ambiguous, and without evidence of any Government having given effect to any alleged favourable report; in point of fact, Southampton was adopted as the West India mail-packet port, after the most careful inquiry by all departments of the Government, in preference to Plymouth and various other ports; and although repeated applications, influenced by parties interested in Falmouth and Plymouth, have been made in favour of a western port, no Government has yet seen sufficient grounds for making any change from the port of Southampton—a very strong evidence of the weakness of the cases attempted to be set up against it.
14. On the 12th November 1840 Mr. Barrow, the Secretary to the Admiralty informed the Treasury, by the direction of the Lords of the Admiralty, "That they were of opinion that the ports of Dartmouth, Plymouth, and Falmouth are each of them suitable, as regards the nautical part of the question, but that if a pier were constructed at Plymouth, Plymouth would be the best place for the arrival and departure of the mail packets." Since then a pier and docks have been constructed at Plymouth, at the terminus of the railway.	14. This merely contrasts Plymouth with Falmouth and Dartmouth, but not with Southampton, which the Government shortly after adopted as the mail-packet station. Since then a pier and dock have been constructed at Plymouth, but the pier is utterly useless for, and cannot accommodate the West India mail packets, and the docks are close docks, so situated as to be seriously difficult of access, and even then only at high water. The weather is such at times that the gates cannot be opened, so that a vessel is sometimes detained for several tides, and always a whole tide. Moreover, the attempt to send there the large ships of the West India fleet (nearly 4,000 tons burthen) would seriously impede the movement of Her Majesty's ships. Take the following extract from "The Times" of the 23rd May 1864, to show the interference of the mail-packet service with that of the Crown, if the two were carried on at the same port: "On the 13th instant five large ships belonging to the Channel squadron arrived in Plymouth Sound from the Downs. Although it was the period of neap tides they were safely navigated, one at a time as high water permitted (therefore not all in one day), through the Narrows into Hamoaze, and placed in the various docks at Devonport and Keyham." Supposing one of the large mail packets was coming out or going in, the Government service being carried on one at a time, which service is to give way? At Southampton, unencumbered by any other service, and with ample breadth and depth of water in the capacious harbour, with a soft bottom, several mail packets of various sizes and countries frequently come in and go out at all times of tide, the heaviest ships only occasionally waiting in the harbour two hours to enter the great tidal basin of the docks, the mails in such cases having been previously landed in tugs.
15. About the same date the then Postmaster	15. Here, again, the opinion is given as to the best

Statement.	The Reply.
General was requested by the Treasury to express his opinion as to the above three ports, "solely with reference to Post Office arrangements." In reply, Lord Lichfield informed the Lords of the Treasury that "he considered Plymouth the most eligible of these three ports." With such a large population as that of Plymouth the Post Office establishments are necessarily larger, and the arrangements more complete than they are in the smaller towns.	best of the three ports previously named, but Southampton was not referred to. Seeing that Southampton was immediately after selected, it is respectfully submitted, that whilst Lord Lichfield thought Plymouth better than Falmouth or Dartmouth, he considered Southampton better than either. Any question of population and more complete arrangements in reference to post-office establishments, is entirely overborne by the special facilities existing at Southampton, both postal and otherwise, in connection with the very extensive English and foreign postal service carried on there, even excluding the West India service.
16. Messrs. Willcox & Anderson, the managing directors of the Peninsular and Oriental Company, conveying mails, wrote on the 28th November 1837 to the Lords of the Admiralty, urging that their port of departure for the mail-packet service might be changed from Falmouth to the port of Plymouth. After pointing out that the port of Falmouth does not afford accommodation for their large vessels, they say, "Plymouth offers great facilities over Falmouth as a point from which to dispatch steamers so circumstanced (that is, required to sail at specified periods), inasmuch as they might be in deep water close to the shore, from whence, under all contingencies of wind and weather, they might get on board the coals, mails, and passengers, and proceed on their voyage at any hour of the day and night. Plymouth also presents advantages in reference to the voyage which cannot be overlooked by nautical men. It will be found that the mail companies now established at Southampton, if a more westerly port be selected, will prefer the port of Plymouth.	16. This also is unfairly stated; and the reference to Messrs. Willcox and Anderson requires to be especially noticed, in order to show that the testimony of those gentlemen in favour of Plymouth in 1837 was only as between that port and Falmouth; but so far from either the one or the other preferring Plymouth to Southampton, they exerted themselves with the Government in 1840 to induce the selection of Southampton as the mail-packet port, in preference to Falmouth, Plymouth, and all other ports, and that having, after 1837, become acquainted with the great natural advantages of Southampton, and pending the decision of the Government as to the mail-packet station, they caused the mail steamers under their management, after calling at Falmouth to deliver the mails, to proceed, not to Plymouth, but to Southampton, there to deliver cargo and passengers, and to refit previously to calling at Falmouth on the outward voyage for the mails, an inconvenience and unnecessary delay which the decision of the Government in favour of Southampton speedily put an end to; but the proceeding in question offers a lasting testimony of those two great and enterprising shipowners to the superior advantages of Southampton. That the mail companies now established at Southampton, if a more westerly port be selected, would prefer Plymouth, is directly negatived by the fact of the memorial of the Union Steam Shipping Company addressed to the Postmaster General last year, praying to be allowed to take the mails from Southampton instead of Plymouth, a principal reason being the delay and dangers at Plymouth. It is right that it should be stated that the memorial was forwarded by the Union Steam Shipping Company, not only without the solicitation of any Southampton interest, but without the knowledge of the Chamber of Commerce.
17. Memorials have repeatedly been presented by numerous bodies of merchants throughout the kingdom, representing the inconvenience and delay of the long Channel passage to Southampton now performed by the mail packets, praying the Postmaster General to select a more westerly port.	17. Copies of these memorials have not been forwarded to this Chamber with the Plymouth case, but whatever they may contain, there is strong reason to believe they have been super-induced by *ex parte* statements, and instigated by the parties interested in Falmouth and Plymouth. Of this a very decided proof was recently given, when, at a most influential meeting of the Associated Chambers of Commerce of the United Kingdom, it was proposed by the Falmouth Chamber of Commerce to "call the attention of the Government to the delay occasioned by the West India and Brazilian mails being embarked and landed so far from the entrance to the English Channel." Afterwards the words were added, "and that Her Majesty's Government be solicited to make inquiries as to the best western port."

STATEMENT.

THE REPLY.

port." But the British Chamber proposed an amendment to the effect "that the Association had not sufficient information before it to enable it to come to a competent opinion on the subject with respect to any port," and asking the "Government in respect to the West India mails to receive statements and evidence as to whether or not the public interests will be served by making any change from the port now adopted," and if so what port would be the "most suitable for the purpose in question." A discussion followed (a copy of which is forwarded herewith), the Falmouth proposal was negatived, and the amendment for further inquiry was carried by 22 to 7.

The mode in which the western port question has been worked, is well illustrated in the following extract from the proceedings of the Plymouth Chamber of Commerce, published May 4th, 1866, in one of the London papers. Referring to the report of the deputation to the Postmaster General in reference to the removal of the Cape mails from Plymouth, the chairman said, "he thought the visit had had the effect of preventing a change for a while, at least, until the Postmaster General had such evidence before him as to feel justified in acceding to the application made by the Cape Mail Company. The only thing that now remained for the Chamber to do was to bring more pressure on the Northern Chambers of Commerce to induce them to memorialize in favour of continuing the mails at a western port."

18. In case of war, especially with a naval power, the advantages of Plymouth as a fortified port and naval arsenal at the entrance of the Channel would be very great; whereas the selection of an undefended port would render it necessary to send a force to that port for the protection of the mail packets.

18. Any argument on this head favourable to Plymouth is abundantly so as to Southampton. Portsmouth, to which Southampton may be regarded as an inner harbour, and the fleet at Spithead, together with the fortifications at the two entrances, both east and west, are as great a protection to the mail packets at Southampton as anything Plymouth could insure.

During the last war numerous fleets of merchantmen were formed and lay at the Mother-bank, outside one entrance to Southampton Harbour, waiting for convoy, and were never molested. In fact, Southampton may be regarded as part of Portsmouth, devoted to the mail-packet service, having its protection, but never, as would be the case at Plymouth, encumbering the movements of Her Majesty's ships.

19. In France the Government seems to be fully alive to the necessity of a western port as a mail packet station, and dispatch the mails from Brest, St. Nazaire, and Bordeaux, thus gaining a very serious advantage of time and regularity over the mails which are landed at Southampton.

19. The case of France presents no parallel to that of England. For political reasons France largely established and subsidised mail companies, and for domestic reasons the Emperor required that these companies should be located at different ports.

Moreover, the French mails are centralized in Paris.

But the arrival and departure of the West India mails at Southampton has the advantage of the close proximity of the port to the Continent, and especially to Havre, whereby the line can compete with the French lines of steamers for both passengers and goods. A letter posted in France on the eve of the departure of the West India mails is forwarded the following day to its destination, and vessels arriving from the West Indies have all letters for and through France despatched at 12 o'clock the same night. All this would be at an end if the mails were removed to Plymouth.

20. The

STATEMENT.

20. Although the gain to the trade and public of London will be very great in point of time by the landing and dispatch of the mails from Plymouth, the gain to those at Bristol, Liverpool, Birmingham, Manchester, Scotland, and Ireland, will be much more important. The sorting of the mails at Plymouth, if not performed on board the packets, would offer great and much needed facilities to the whole foreign trade of the United Kingdom.

21. The Chamber of Commerce of the Port of Plymouth are prepared to offer evidence in substantiation of all the statements made above, and also generally in favour of the selection of Plymouth before all other ports as a mail packet station.

THE REPLY.

20. The untruthfulness of this has a remarkable confirmation in the arrival of the West India mail steamer, the "Tasmania." The date of the ship's arrival was affected by the short month of February. She arrived at Southampton on March 1st. Her mails were forwarded to London by special train at 9.45 a.m. on that day, and the letters were delivered there early the same afternoon, by which the London merchants were able to reply to them by the outward mail of the 2nd March. There was, unfortunately, not sufficient time for the northern towns to do so; but what would have been the case had the same vessel gone into Falmouth or Plymouth? The mails could not have saved the 4 p.m. train on February 28th from Falmouth, or the 7.20 p.m. train from Plymouth, and could not have been delivered in London till the morning of the 2nd March, so neither London nor the North could in this instance have replied to their letters by the outgoing mail. In fact, the proposed alteration of ports, set up to induce the northern interests to support a western port, would not benefit their interests and would seriously injure the City of London. As to the Irish mail, we boldly assert that no advantage whatever would in any case be gained by landing it at Plymouth.

It is very specially to be noticed that though the West India mail route is long and complicated, a certain general period of time is given for the arrival of the vessels and the delivery of the mails to various parts of the United Kingdom; and that if the sea voyage be shortened, the land conveyances and delays on so many different railways will be lengthened. If the sea voyage is longer by continuing at Southampton, which, possessing direct communication by railway, is in all respects the most convenient port; yet the delivery on land is more rapid and facile, the North equally accommodated and London not injured, as would be the case if themails were landed at so distant a port from the metropolis as Plymouth.

21. The Port of Plymouth may offer evidence on many of these topics, but it never can substantiate that the time saved on the sea voyage is not lost on the land; that it has no fogs, no wrecks within the breakwater. Neither can it substantiate that it has the means of placing a large steamer by the landing stage, nor a ready and certi n entrance into, or departure from, its ill-placed docks; nor that inconvenience and delay will not arise from a partially single line of railway to Exeter; and its having no means of avoiding transfer of mails into small steamers. Neither can it show that the mail packets will not interfere with Her Majesty's ships and the varied services of a naval arsenal that is in close proximity to the seat of government and the great metropolis of Europe on the one hand and the continent of Europe on the other; that it ever can be a complete port to the great companies that convey the mails; that it can ever afford to the postal authorities and the other important departments of the public service the regularity, certainty, and convenience that Southampton has done for a quarter of a century; and, finally, that it can ever convey the mails either to the metropolis or to the northern districts, or any districts of the United Kingdom sooner

STATEMENT. THE REPLY.

sooner than if landed at Southampton, as the tables hereunto annexed will abundantly and most satisfactorily prove.

Signed on behalf of the Southampton Chamber of Commerce,

J. R. Stebbing, President.
Geo. Dunlop, Vice President.
R. G. Bassett, Hon. Secretary.

NOTES in Explanation of the accompanying Tables.

THE Tables show full particulars of the arrival and despatch of 48 inward mails from the West Indies, each arrival forming a separate entry under the head of the steam ship named.

In the case of each ship,—

The first line shows the day and hour of the assumed arrival at Falmouth and Plymouth respectively of the ship, taken accurately from the log-book of each vessel; the time at which mails could have been forwarded by the earliest train from Falmouth or Plymouth (allowing in each case not less than two hours from the ship's arrival), and the time of arrival by the earliest train at Birmingham, Manchester, and Liverpool, *viâ* Bristol and Gloucester.

The second line shows the times at which the mails were actually received at Southampton by the Post Office authorities; the time they were actually dispatched *viâ* London, and the time the letters were actually delivered to the public at Birmingham, Manchester, and Liverpool (all according to a return made by the General Post Office to the House of Commons). Where the word "special" appears in the second line in the column "Mails Leave," a special train actually ran from Southampton to London with the mails.

The third line shows the time at which the mails were actually received at Southampton (as above), the time at which the mails could have been forwarded by the earliest train, or by special train when necessary (where a special train would be necessary "special" is entered on the third line), allowing in each case not less than one hour from the time the mails were received; not, as in the case of Plymouth, two hours from the ship's arrival, and the time of arrival by the earliest train at Birmingham, Manchester, and Liverpool *viâ* London.

The fourth line corresponds with the third line, generally, and shows the earliest time of arrival at Birmingham, Manchester, and Liverpool, if the mails had been forwarded from Southampton *viâ* Basingstoke, Reading, and Oxford.

The Tables appended hereto refer only to Birmingham, Manchester, and Liverpool. The Parliamentary Return embraced other towns in the north, but it has been deemed unnecessary to lengthen and complicate this pamphlet by reference to them, especially as the result would only go to substantiate the deductions given, and show no benefit to either Falmouth or Plymouth.

The deductions in the Abstract of the Table are founded upon the case of Liverpool.

N.B.—It is important to note that an earlier delivery than that actually made could have been effected, either *viâ* Plymouth or *viâ* Southampton only, by the mails being sorted on board the ship, which is not at present done. In some instances, however, the mails appear to have been delayed longer than necessary, in order to avoid sorting the letters on Sunday in London, and in several instances quicker dispatch could have been given by the running of special trains from Southampton.

ABSTRACT of RESULTS shown by TABLES as regards FALMOUTH.

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave	ROUTE.	Mails Arrive at Birmingham.	Mails Arrive at Manchester.	Mails Arrive at Liverpool.	—
			H. M.	H. M.		H. M.	H. M.	H. M.	
La Plata - -	Falmouth - -	14 March 1864	11 0 a.m.	14 1 40 p.m.	*Viâ* Bristol and Gloucester.	15 9 25 a.m.	15 2 5 p.m.	15 2 30 p.m. (1)	
Ditto - - -	Southampton - -	15 March –	10 25 „	15 11 35 a.m.	*Viâ* London - -	16 7 0 „	16 7 0 a.m.	16 7 0 a.m. (2)	No. 1.
Ditto - - -	- ditto - - -	15 March –	10 25 „	15 11 35 „	„ ditto - -	15 8 15 p.m.	15 10 10 p.m.	15 10 45 p.m. (3)	
Ditto - - -	- ditto - - -	15 March –	10 25 „	15 11 35 „	„ Basingstoke and Reading.	15 6 30 „	15 11 0 „	16 2 45 a.m. (4)	
Atrato - - -	Falmouth - -	28 March –	8 10 p.m.	29 5 45 „	„ Bristol - -	29 6 40 „	29 10 10 „	29 10 45 p.m.	
Ditto - - -	Southampton - -	29 March –	11 0 a.m.	29 11 35 „	„ London - -	30 7 0 a.m.	30 7 0 a.m.	30 7 0 a.m.	No. 2.
Ditto - - -	- ditto - - -	29 March –	11 0 „	29 11 35 „	„ ditto - -	29 8 15 p.m.	29 10 10 p.m.	29 10 45 p.m.	
Ditto - - -	- ditto - - -	29 March –	11 0 „	29 11 35 „	„ Basingstoke -	29 6 30 „	29 11 0 „	30 2 45 a.m.	
Seine - - -	Falmouth - -	11 April –	5 40 p.m.	12 5 45 „	„ Bristol - -	12 6 40 „	12 10 45 „	12 11 15 p.m.	
Ditto - - -	Southampton - -	12 April –	7 30 a.m.	12 8 40 „	„ London - -	13 7 0 a.m.	13 7 0 a.m.	13 7 0 a.m.	No. 3.
Ditto - - -	- ditto - - -	12 April –	7 30 „	12 8 40 „	„ ditto - -	12 6 5 p.m.	12 7 45 p.m.	12 8 15 p.m.	
Ditto - - -	- ditto - - -	12 April –	7 30 „	12 8 40 „	„ Basingstoke -	12 12 55 „	12 6 0 „	12 5 10 „	
Shannon - -	Falmouth - -	26 April –	8 35 p.m.	27 5 45 „	„ Bristol - -	27 6 40 „	27 10 45 „	27 11 15 „	
Ditto - - -	Southampton - -	27 April –	11 30 a.m.	27 12 0 noon (special).	„ London - -	28 7 0 a.m.	28 7 0 a.m.	28 7 0 a.m.	
Ditto - - -	- ditto - - -	27 April –	11 30 „	27 12 0 noon (special).	„ ditto - -	27 8 15 p.m.	27 10 10 p.m.	27 10 45 p.m.	No. 4.
Ditto - - -	- ditto - - -	27 April –	11 30 „	27 12 0 noon (special).	„ Basingstoke -	27 6 30 „	27 11 0 „	28 2 45 a.m.	
La Plata - -	Falmouth - -	12 May –	9 30 p.m.	13 5 45 a.m.	„ Bristol - -	13 6 40 „	13 10 45 „	13 11 5 p.m.	
Ditto - - -	Southampton - -	13 May –	10 30 a.m.	13 11 35 „	„ London - -	14 7 0 a.m.	14 7 0 a.m.	14 7 0 a.m.	No. 5.
Ditto - - -	- ditto - - -	13 May –	10 30 „	13 11 35 „	„ ditto - -	13 8 15 p.m.	13 10 10 p.m.	13 10 45 p.m.	
Ditto - - -	- ditto - - -	13 May –	10 30 „	13 11 35 „	„ Basingstoke -	13 6 30 „	13 11 0 „	14 2 45 a.m.	
Atrato - - -	Falmouth - -	27 May –	9 0 „	27 12 41 p.m.	„ Bristol - -	28 9 25 a.m.	28 2 5 „	28 2 30 p.m.	
Ditto - - -	Southampton - -	27 May –	11 0 p.m.	28 1 30 a.m.	„ London - -	28 1 30 p.m.	28 4 30 „	28 3 45 „	No. 6.
Ditto - - -	- ditto - - -	27 May –	11 0 „	28 1 30 „	„ ditto - -	28 9 30 a.m.	28 11 45 a.m.	28 12 0 noon	
Ditto - - -	- ditto - - -	27 May –	11 0 „	28 7 0 „	„ Basingstoke -	28 12 55 p.m.	28 6 0 p.m.	28 5 10 p.m.	
Seine - - -	Falmouth - -	11 June – (Sunday).	10 0 „	12 6 40 „ (Sunday).	„ Bristol - -	12 9 55 „ (Sunday).	13 2 45 a.m.	13 3 20 a.m.	
Ditto - - -	Southampton - -	12 June –	11 0 a.m.	12 6 0 p.m.	„ London - -	13 10 30 a.m.	13 12 55 p.m.	13 1 0 p.m.	No. 7.
Ditto - - -	- ditto - - -	12 June –	11 0 „	12 12 0 noon (special).	„ ditto - -	13 12 15 „	12 10 0 „	12 10 30 „	
Ditto - - -	- ditto - - -	12 June –	11 0 „	– - nil -	„ Basingstoke -	– - -	– - -	– - -	

Shannon -	Falmouth - -	27 June 1864	0 30 a.m.	27	5 45 a.m.	*Vid* Bristol - -	27	6 35 p.m.	27	10 55 p.m.	27	11 5 p.m.						
Ditto - - -	Southampton - -	27 June –	12 30 p.m.	27	1 30 p.m. (special).	„ London - -	28	10 30 a.m.	28	1 0 „	28	1 0 „ (5)	No. 8.					
Ditto - - -	- ditto - - -	27 June –	12 30 „	27	1 30 p.m. (special).	„ ditto - -	27	12 15 p.m.	28	2 45 a.m.	28	3 20 a.m.						
Ditto - - -	- ditto - - -	27 June –	12 30 „	27	3 0 p.m.	„ Basingstoke -	27	9 5 „	–	- nil -	–	- nil -						
Tasmanian - -	Falmouth - -	12 July –	11 30 „	13	5 45 a.m.	„ Bristol - -	13	6 35 „	13	10 55 p.m.	13	11 5 p.m.						
Ditto - - -	Southampton - -	13 July –	2 30 „	13	5 10 p.m.	„ London - -	14	10 30 a.m.	14	12 55 „	14	1 0 „	No. 9.					
Ditto - - -	- ditto - - -	13 July –	2 30 „	13	3 30 „ (special).	„ ditto - -	14	12 15 „	14	2 45 a.m.	14	3 20 a.m.						
Ditto - - -	- ditto - - -	13 July –	2 30 „	13	3 30 p.m. (special).	„ Basingstoke -	13	9 5 p.m.	–	- nil -	–	- nil -						
Atrato - - -	Falmouth - -	28 July –	5 0 a.m.	28	7 30 a.m.	„ Bristol - -	28	6 35 „	28	10 55 p.m.	28	11 5 p.m.						
Ditto - - -	Southampton - -	28 July –	5 45 p.m.	28	7 15 p.m.	„ London - -	29	10 30 a.m.	29	1 0 „	29	1 0 „	No. 10.					
Ditto - - -	- ditto - - -	28 July –	5 45 „	28	7 15 „	„ ditto - -	29	9 30 „	29	11 45 a.m.	29	12 0 noon						
Ditto - - -	- ditto - - -	28 July –	5 45 „	28	7 15 „	„ Basingstoke -	28	11 55 p.m.	29	2 45 „	29	3 20 a.m. (6)						
Seine - - -	Falmouth - -	11 August –	6 55 „	12	5 45 a.m.	„ Bristol - -	12	6 35 „	12	10 55 p.m.	12	11 5 p.m.						
Ditto - - -	Southampton - -	12 August –	7 30 a.m.	12	8 40 „	„ London - -	13	7 0 a.m.	13	7 0 a.m,	13	7 0 a.m.	No. 11.					
Ditto - - -	- ditto - - -	12 August –	7 30 „	12	8 40 „	„ ditto - -	12	6 5 p.m.	12	7 45 p.m.	12	8 15 p.m.						
Ditto - - -	- ditto - - -	12 August –	7 30 „	12	8 40 „	„ Basingstoke -	12	12 55 „	12	6 0 „	12	5 10 „						
Shannon - -	Falmouth - -	28 August – (Sunday).	2 20 p.m.	29	5 45 „	„ Bristol - -	29	6 35 „	29	10 55 „	29	11 5 „						
Ditto - - -	Southampton - -	29 August –	7 15 a.m.	29	8 40 „	„ London - -	30	7 0 a.m.	30	7 0 a.m.	30	7 0 a.m.	No. 12.					
Ditto - - -	- ditto - - -	29 August –	7 15 „	29	8 40 „	„ ditto - -	29	6 5 p.m.	29	7 45 p.m.	29	8 15 p.m.						
Ditto - - -	- ditto - - -	29 August –	7 15 „	29	8 40 „	„ Basingstoke -	29	12 55 „	29	6 0 „	29	5 10 „						
Tasmanian - -	Falmouth - -	13 Sept. –	7 0 „	13	12 40 p.m.	„ Bristol - -	14	9 15 a.m.	14	2 5 „	14	2 30 „						
Ditto - - -	Southampton - -	13 Sept. –	8 15 p.m.	13	9 15 „ (special).	„ London - -	14	10 30 „	14	12 50 „	14	1 0 „	No. 13.					
Ditto - - -	- ditto - - -	13 Sept. –	8 15 „	13	9 15 p.m. (special).	„ ditto - -	14	9 30 „	14	11 45 a.m.	14	12 0 noon						
Ditto - - -	- ditto - - -	13 Sept. –	8 15 „	–	- nil -	„ Basingstoke -	–	- -	–	- -	–	- -						
Atrato - -	Falmouth - -	27 Sept. –	4 50 „	28	5 45 a.m.	„ Bristol - -	28	6 35 p.m.	28	10 55 p.m.	28	11 5 p.m.						
Ditto - - -	Southampton - -	28 Sept. –	8 0 a.m.	28	8 40 „	„ London - -	29	7 0 a.m.	29	7 0 a.m.	29	7 0 a.m.	No. 14.					
Ditto - - -	- ditto - - -	28 Sept. –	8 0 „	28	8 40 „	„ ditto - -	28	6 5 p.m.	28	7 45 p.m.	28	8 15 p.m.						
Ditto - - -	- ditto - - -	28 Sept. –	8 0 „	28	8 40 „	„ Basingstoke -	28	12 55 „	28	6 0 „	28	5 10 „						

[1] Estimated arrival by earliest train.

[2] Actual delivery of letters to the public.

[3] Estimated arrival by earliest train.

[4] Estimated arrival by earliest train.

[5] The mails reached the London General Post Office at 4.30 p.m. on 27th June; had they been forwarded by that night's mail train delivery would have been made at 7.0 a.m. on 28th June.

[6] This is on the assumption that a night mail train ran from Oxford at 10.15 p.m., after arrival of the Basingstoke train, *viâ* Bushberry Junction to Stafford.

West India Mails.—ABSTRACT of Results shown by Tables as regards Falmouth—*continued*.

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave	ROUTE.	Mails Arrive at Birmingham.	Mails Arrive at Manchester.	Mails Arrive at Liverpool.	—
			H. M.	H. M.		H. M.	H. M.	H. M.	
Seine - - -	Falmouth - -	13 Oct. 1864	6 45 a.m.	13 12 40 p.m.	*Vid* Bristol - -	14 9 15 a.m.	14 2 5 p.m.	14 2 30 p.m.	
Ditto - - -	Southampton - -	13 Oct. –	8 0 p.m.	13 9 0 „ (special).	„ London - -	14 10 30 „	14 12 55 „	14 1 0 „	
Ditto - - -	- ditto - - -	13 Oct. –	8 0 „	13 9 0 p.m. (special).	„ ditto - -	14 9 30 „	14 11 45 a.m.	14 12 0 noon	No. 15.
Ditto - - -	- ditto - - -	13 Oct. –	8 0 „	– - nil -	„ Basingstoke -	– - -	– - -	– - -	
Shannon - -	Falmouth - -	28 Oct. –	8 0 a.m.	28 12 40 p.m.	„ Bristol - -	29 9 15 a.m.	29 2 5 p.m.	29 2 30 p.m.	
Ditto - - -	Southampton - -	28 Oct. –	8 55 p.m.	28 10 0 „ (special).	„ London - -	29 10 30 „	29 12 50 „	29 1 0 „	
Ditto - - -	- ditto - - -	28 Oct. –	8 55 „	28 10 0 p.m. (special).	„ ditto - -	29 9 30 „	29 11 45 a.m.	29 12 0 noon	No. 16.
Ditto - - -	- ditto - - -	28 Oct. –	8 55 „	– - nil -	„ Basingstoke -	– - -	– - -	– - -	
Tasmanian - -	Falmouth - -	14 Nov. –	0 45 „	14 4 0 p.m.	„ Bristol - -	15 9 15 a.m.	15 2 5 p.m.	15 2 30 p.m.	
Ditto - - -	Southampton - -	15 Nov. –	2 15 a.m.	15 7 0 a.m.	„ London - -	16 7 30 „	16 7 0 a.m.	16 7 0 a.m.	
Ditto - - -	- ditto - - -	15 Nov. –	2 15 „	15 3 15 „ (special).	„ ditto - -	15 11 5 „	15 1 45 p.m.	15 1 0 p.m.	No. 17.
Ditto - - -	- ditto - - -	15 Nov. –	2 15 „	15 7 0 a.m.	„ Basingstoke -	15 12 55 p.m.	15 6 0 „	15 5 10 „	
Atrato - - -	Falmouth - -	27 Nov. –	7 30 „	28 7 20 „	„ Bristol - -	28 6 35 „	28 10 55 „	28 11 5 „	
Ditto - - -	Southampton - -	28 Nov. –	10 40 „	28 11 35 „	„ London - -	29 7 30 a.m.	29 7 0 a.m.	29 7 0 a.m.	
Ditto - - -	- ditto - - -	28 Nov. –	10 40 „	28 11 35 „	„ ditto - -	28 7 30 p.m.	28 10 0 p.m.	28 10 30 p.m.	No. 18.
Ditto - - -	- ditto - - -	28 Nov. –	10 40 „	28 11 35 „	„ Basingstoke -	28 6 30 „	28 11 0 „	29 2 45 a.m.	
Seine - - -	Falmouth - -	12 Dec. –	10 10 p.m.	13 7 20 „	„ Bristol - -	13 6 35 „	13 10 55 „	13 11 5 p.m.	
Ditto - - -	Southampton - -	13 Dec. –	11 30 a.m.	13 12 30 p.m. (special).	„ London - -	14 7 30 a.m.	14 7 0 a.m.	14 7 0 a.m.	
Ditto - - -	- ditto - - -	13 Dec. –	11 30 „	13 12 30 p.m. (special).	„ ditto - -	13 7 30 p.m.	13 10 0 p.m.	13 10 30 p.m.	No 19.
Ditto - - -	- ditto - - -	13 Dec. –	11 30 „	13 3 0 p.m.	„ Basingstoke -	13 9 5 „	– - nil -	– - nil -	
Shannon - -	Falmouth - -	30 Dec. –	noon - -	30 4 0 „	„ Bristol - -	31 9 15 a.m.	31 2 5 p.m.	31 2 30 p.m.	
Ditto - - -	Southampton - -	31 Dec. –	8 15 a.m.	31 9 15 a.m. (special).	„ London - -	1 Jan. 7 30 „	1 Jan. 7 0 a.m.	1 Jan. 7 0 a.m.	
Ditto - - -	- ditto - - -	31 Dec. –	8 15 „	31 9 15 a.m. (special).	„ ditto - -	31 6 5 p.m.	31 7 45 p.m.	31 8 15 p.m.	No. 20.
Ditto - - -	- ditto - - -	31 Dec. –	8 15 „	31 11 35 a.m.	„ Basingstoke -	31 6 30 „	31 11 0 „	1 Jan. 2 45 a.m.	

Tasmanian	Falmouth	13 Jan. 1865	2	15 „	13	7	20 „	„	Bristol	13	6	35 „	13	11	0 „	13	11	5 p.m.(1)	No. 21.
Ditto	Southampton	13 Jan. –	2	0 p.m.	13	5	10 p.m.	„	London	14	10	30 a.m.	14	12	45 „	14	1	0 „ (2)	
Ditto	ditto	13 Jan. –	2	0 „	13	3	0 „	„	ditto	14	12	15 „	14	2	40 a.m.	14	3	20 a.m.(3)	
Ditto	ditto	13 Jan. –	2	0 „	13	3	0 „	„	Basingstoke	13	9	5 p.m.	–	–	nil –	–	–	nil –(3)	
Atrato	Falmouth	28 Jan. –	3	12 „	28	6	20 „	„	Bristol	29	9	55 „ (Sunday.)	30	2	45 a.m.	30	3	20 a.m.	No. 22.
Ditto	Southampton	29 Jan. – (Sunday.)	2	30 a.m.	29	9	30 a.m.	„	London	30	7	30 a.m.	30	7	0 „	30	7	0 „	
Ditto	ditto	29 Jan. –	2	30 „	29	3	30 „ (special.)	„	ditto	29	1	40 p.m.	29	4	45 p.m.	29	4	50 p.m.	
Ditto	ditto	29 Jan. –	2	30 „	–	–	nil –	„	Basingstoke	–	–	–	–	–	–	–	–	–	
Seine	Falmouth	12 Feb. – (Sunday.)	7	20 „	12	4	0 p.m.	„	Bristol	13	9	15 a.m.	13	2	5 p.m.	13	2	30 p.m.	No. 23.
Ditto	Southampton	12 Feb. –	8	0 p.m.	13	1	30 a.m.	„	London	13	1	30 p.m.	13	4	30 „	13	3	45 „	
Ditto	ditto	12 Feb. –	8	0 „	12	9	0 p.m. (special.)	„	ditto	13	9	30 a.m.	13	11	45 a.m.	13	12	0 noon	
Ditto	ditto	12 Feb. –	8	0 „	–	–	nil –	„	Basingstoke	–	–	–	–	–	–	–	–	–	
Shannon	Falmouth	27 Feb. –	3	0 a.m.	27	7	20 a.m.	„	Bristol	27	6	35 p.m.	27	10	55 p.m.	27	11	5 p.m.	No. 24.
Ditto	Southampton	27 Feb. –	4	0 p.m.	27	5	10 p.m.	„	London	28	10	30 a.m.	28	12	55 „	28	1	0 „	
Ditto	ditto	27 Feb. –	4	0 „	27	5	10 „	„	ditto	28	12	15 „	28	2	40 a.m.	28	3	20 a.m.	
Ditto	ditto	27 Feb. –	4	0 „	27	5	10 „	„	Basingstoke	–	–	nil –	–	–	–	–	–	–	
Tasmanian	Falmouth	15 Mar. –	9	20 a.m.	15	12	40 „	„	Bristol	16	9	15 a.m.	16	2	5 p.m.	16	2	30 p.m.	No. 25.
Ditto	Southampton	15 Mar. –	10	35 p.m.	16	1	30 a.m.	„	London	16	1	30 p.m.	16	4	30 „	16	3	45 „	
Ditto	ditto	15 Mar. –	10	35 „	16	1	30 „	„	ditto	16	9	30 a.m.	16	11	45 a.m.	16	12	0 noon	
Ditto	ditto	15 Mar. –	10	35 „	–	–	nil –	„	Basingstoke	–	–	–	–	–	–	–	–	–	
Atrato	Falmouth	29 Mar. –	8	15 „	30	7	20 „	„	Bristol	30	6	35 p.m.	30	10	55 p.m.	30	11	5 p.m.	No. 26.
Ditto	Southampton	30 Mar. –	11	0 a.m.	30	11	35 „	„	London	31	7	0 a.m.	31	7	0 a.m.	31	7	0 a.m.	
Ditto	ditto	30 Mar. –	11	0 „	30	11	35 „	„	ditto	30	7	30 p.m.	30	10	0 p.m.	30	10	30 p.m.	
Ditto	ditto	30 Mar. –	11	0 „	30	11	35 „	„	Basingstoke	30	6	15 „	30	11	0 „	31	2	45 a.m.	
La Plata	Falmouth	12 April –	7	30 p.m.	13	7	20 „	„	Bristol	13	6	35 „	13	10	55 „	13	11	5 p.m.	No. 27.
Ditto	Southampton	13 April –	10	0 a.m.	13	11	0 „ (special.)	„	London	14	7	a.m.	14	7	0 a.m.	14	7	0 a.m.	
Ditto	ditto	13 April –	10	0 „	13	11	35 a.m.	„	ditto	13	7	30 p.m.	13	10	0 p.m.	13	10	30 p.m.	
Ditto	ditto	13 April –	10	0 „	13	11	25 „	„	Basinstoke	13	6	15 „	13	11	0 „	14	2	45 a.m.	
Seine	Falmouth	27 April –	3	0 p.m.	27	6	43 p.m.	„	Bristol	28	6	20 „	28	10	55 „	28	11	5 p.m.	No. 28.
Ditto	Southampton	28 April –	6	0 „	28	8	40 a.m.	„	London	29	7	0 a.m.	29	7	0 a.m.	29	7	0 a.m.	
Ditto	ditto	28 April –	6	0 „	28	7	0 „	„	ditto	28	2	10 p.m.	28	4	40 p.m.	28	5	25 p.m.	
Ditto	ditto	28 April –	6	0 „	28	7	0 „	„	Basingstoke	28	12	55 „	28	6	5 „	28	5	20 „	
Tasmanian	Falmouth	13 May –	3	30 a.m.	13	7	20 „	„	Bristol	13	6	35 „	13	10	55 „	13	11	5 „	No. 29.
Ditto	Southampton	13 May –	3	15 p.m.	13	7	15 p.m.	„	London	15	7	0 a.m.	15	7	0 a.m.	15	7	0 a.m.	
Ditto	ditto	13 May –	3	15 „	13	4	15 „ (special.)	„	ditto	14	12	15 „	14	2	40 „	14	3	20 „	

(1) Estimated arrival by earliest train.

(2) Actual delivery of letters to the public.

(3) Estimated arrival by earliest train.

West India Mails.—ABSTRACT of Results shown by Tables as regards Falmouth—*continued.*

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave	ROUTE.	Mails Arrive at Birmingham.	Mails Arrive at Manchester.	Mails Arrive at Liverpool.	
			H. M.	H. M.		H. M.	H. M.	H. M.	
Shannon	Falmouth	29 May 1865	5 0 a.m.	29 7 20 a.m	*Vid* Bristol	29 6 35 p.m.	29 10 55 p.m.	29 11 5 p.m.	No. 30.
Ditto	Southampton	29 May –	1 0 p.m.	29 3 0 p.m.	„ London	30 10 30 a.m.	30 12 55 „	30 1 0 „	
Ditto	ditto	29 May –	1 0 „	29 3 0 „	„ ditto	30 12 15 „	30 2 40 a.m.	30 3 20 a.m.	
Ditto	ditto	29 May –	1 0 „	29 3 0 „	„ Basingstoke	29 9 15 p.m.	30 3 20 „	30 3 55 „	
Atrato	Falmouth	15 June –	noon	15 4 0 „	„ Bristol	16 9 15 a.m.	16 2 5 p.m.	16 2 30 p.m.	No. 31.
Ditto	Southampton	16 June –	4 15 a.m.	16 7 0 a.m.	„ London	17 7 0 „	17 7 0 a.m.	17 7 0 a.m.	
Ditto	ditto	16 June –	4 15 „	16 5 15 „ (special.)	„ ditto	16 12 0 noon	16 2 5 p.m.	16 2 30 p.m.	
Ditto	ditto	16 June –	4 15 „	16 7 0 a.m.	„ Basingstoke	16 12 55 p.m.	16 6 5 „	16 6 20 „	
Seine	Falmouth	27 June –	9 10 p.m.	28 7 20 „	„ Bristol	28 7 35 „	28 10 55 „	28 11 5 p.m.	No. 32.
Ditto	Southampton	28 June –	10 0 a.m.	28 11 35 „	„ London	29 7 0 a.m.	29 7 0 a.m.	29 7 0 a.m.	
Ditto	ditto	28 June –	10 0 „	28 11 35 „	„ ditto	28 7 30 p.m.	28 10 0 p.m.	28 10 30 p.m.	
Ditto	ditto	28 June –	10 0 „	28 11 35 „	„ Basingstoke	28 6 15 „	28 11 0 „	29 3 55 a.m.	
Tasmanian	Falmouth	13 July –	6 50 a.m	13 10 15 „	„ Bristol	14 9 15 „	14 2 5 „	14 2 30 p.m.	No. 33.
Ditto	Southampton	13 July –	8 30 p.m.	13 9 30 p.m. (special.)	„ London	14 10 30 „	14 12 55 „	14 1 0 „	
Ditto	ditto	13 July –	8 30 „	13 9 30 p.m. (special.)	„ ditto	14 9 30 „	14 11 45 a.m.	14 12 0 noon	
Ditto	ditto	13 July –	8 30 „	- nil -	„ Basingstoke	– - -	– - -	– - -	
Shannon	Falmouth	28 July –	0 45 a.m.	28 7 20 a.m.	„ Bristol	28 6 35 p.m.	28 10 55 p.m.	28 11 5 p.m.	No. 34.
Ditto	Southampton	28 July –	2 0 p.m.	28 3 0 p.m.	„ London	29 10 30 a.m.	29 1 0 „	29 1 0 „	
Ditto	ditto	28 July –	2 0 „	28 3 0 „	„ ditto	29 12 15 „	29 2 40 a.m.	29 3 20 a.m.	
Ditto	ditto	28 July –	2 0 „	28 3 0 „	„ Basingstoke	28 9 15 p.m.	29 3 20 „	29 3 55 „	
Atrato	Falmouth	11 Aug. –	midnight	12 7 20 a.m.	„ Bristol	12 6 35 p.m.	12 10 55 p.m.	12 11 5 p.m.	No. 35.
Ditto	Southampton	12 Aug. –	12 45 p.m.	12 3 0 p.m.	„ London	14 7 0 a.m.	14 7 0 a.m.	14 7 0 a.m.	
Ditto	ditto	12 Aug. –	12 45 „	12 3 0 „	„ ditto	13 12 15 „ (Sunday).	13 2 40 „	13 3 20 „	
Ditto	ditto	12 Aug. –	12 45 „	12 3 0 „	„ Basingstoke	12 9 15 p.m.	13 3 20 „	13 3 55 „	
Seine	Falmouth	29 Aug. –	9 50 „	30 7 20 a.m.	„ Bristol	30 6 35 „	30 10 55 p.m.	30 11 5 p.m.	No. 36.
Ditto	Southampton	30 Aug. –	10 0 a.m.	30 11 35 „	„ London	31 7 0 a.m.	31 7 0 a.m.	31 7 0 a.m.	
Ditto	ditto	30 Aug. –	10 0 „	30 11 35 „	„ ditto	30 7 30 p.m.	30 10 0 p.m.	30 10 30 p.m	
Ditto	ditto	30 Aug. –	10 0 „	30 11 35 „	„ Basingstoke	30 6 15 „	30 11 0 „	31 3 55 a.m.	
Tasmanian	Falmouth	12 Sept. –	uncertain, through fog.	– - -	- - -	– - -	– - -	– - -	No. 37.

Shannon	Falmouth	27 Sept.	–	8	0 a.m.	27	12 40 p.m.	„ Bristol	–	28	9 15 a.m.	28	2 5 p.m.	28	2 30 p.m.		
Ditto	Southampton	27 Sept.	–	8	45 p.m.	27	10 45 „ (special.)	„ London	–	28	10 30 „	28	4 50 „	28	1 0 „		
Ditto	ditto	27 Sept.	–	8	45 „	27	10 45 p.m. (special.)	„ ditto	–	28	9 30 „	28	11 45 a.m.	28	12 0 noon		No. 38.
Ditto	ditto	27 Sept.	–	8	45 „	–	nil	„ Basingstoke	–	–	–	–	–	–	–		
Atrato	Falmouth	12 Oct.	–	2	30 „	13	7 20 a.m.	„ Bristol	–	13	6 35 p.m.	13	10 55 p.m.	13	11 5 p.m.		
Ditto	Southampton	13 Oct.	–	4	0 a.m.	13	8 40 „	„ London	–	14	7 0 a.m.	14	7 0 a.m.	14	7 0 a.m.		
Ditto	ditto	13 Oct.	–	4	0 „	13	5 0 „ (special.)	„ ditto	–	13	12 0 noon	13	2 5 p.m.	13	2 30 p.m.		No. 39.
Ditto	ditto	13 Oct.	–	4	0 „	13	7 0 a.m.	„ Basingstoke	–	28	6 35 p.m.	13	6 5 „	13	5 20 „		
Seine	Falmouth	28 Oct. (Sunday was 29.)	–	2	0 „	28	7 20 „	„ Bristol	–	28	6 35 „ (Sunday was 29.)	28	11 0 „	28	11 5 „		
Ditto	Southampton	28 Oct.	1865	3	30 p.m.	28	5 10 p.m.	„ London	–	30	7 0 a.m.	30	7 0 a.m.	30	7 0 a.m.		No. 40.
Ditto	ditto	28 Oct.	–	3	30 „	28	5 10 „	„ ditto	–	29	12 15 p.m.	29	2 40 „	29	3 20 „		
Ditto	ditto	28 Oct.	–	3	30 „	–	nil.	„ Basingstoke	–	–	–	–	–	–	–		
Tasmanian	Falmouth	15 Nov.	–	2	30 „	16	7 20 a.m.	„ Bristol	–	16	6 35 p.m.	16	11 0 p.m.	16	11 5 p.m.		
Ditto	Southampton	16 Nov.	–	6	30 a.m.	16	8 45 „	„ London	–	17	7 30 a.m.	17	7 0 a.m.	17	7 0 a.m.		
Ditto	ditto	16 Nov.	–	6	30 „	16	7 30 „ (special.)	„ ditto	–	16	2 15 p.m.	16	4 40 p.m.	16	5 20 p.m.		No. 41.
Ditto	ditto	16 Nov.	–	6	30 „	16	8 45 a.m.	„ Basingstoke	–	16	1 5 „	16	6 5 „	16	5 20 „		
Shannon	Falmouth	28 Nov.	–	5	20 „	28	7 20 „	„ Bristol	–	28	6 35 „	28	11 0 „	28	11 5 „		
Ditto	Southampton	28 Nov.	–	7	15 p.m.	28	9 0 p.m. (special.)	„ London	–	29	10 30 a.m.	29	1 0 „	29	1 0 „		
Ditto	ditto	28 Nov.	–	7	15 „	28	9 0 p.m. (special.)	„ ditto	–	29	9 30 „	29	11 45 a.m.	29	11 0 noon		No. 42.
Ditto	ditto	28 Nov.	–	7	15 „	–	nil.	„ Basingstoke	–	–	–	–	–	–	–		
Atrato	Falmouth	13 Dec.	–	4	0 „	14	7 20 a.m.	„ Bristol	–	14	6 35 p.m.	14	11 0 p.m.	14	11 5 p.m.		
Ditto	Southampton	14 Dec.	–	8	15 a.m.	14	9 15 „ (special.)	„ London	–	15	7 30 a.m.	15	7 0 a.m.	15	7 0 a.m.		
Ditto	ditto	14 Dec.	–	8	15 „	14	9 15 a.m. (special.)	„ ditto	–	14	6 5 p.m.	14	7 45 p.m.	14	8 30 p.m.		No. 43.
Ditto	ditto	14 Dec.	–	8	15 „	14	11 35 a.m.	„ Basingstoke	–	14	6 15 „	14	11 0 „	15	3 35 a.m.		
Seine	Falmouth	29 Dec.	–	6	0 „	29	10 15 „	„ Bristol	–	29	10 18 „	30	2 45 a.m.	30	3 20 „		
Ditto	Southampton	30 Dec.	–	2	0 „	30	7 0 „	„ London	–	31	7 30 a.m.	31	7 0 „	31	7 0 „		
Ditto	ditto	30 Dec.	–	2	0 „	30	7 0 „ (special.)	„ ditto	–	30	12 0 noon	30	2 5 p.m.	30	2 30 p.m.		No. 44.
Ditto	ditto	30 Dec.	–	2	0 „	30	7 0 a.m.	„ Basingstoke	–	30	1 5 p.m.	30	6 5 „	30	5 20 „		

West India Mails—ABSTRACT of Results shown by Tables as regards Falmouth—*continued.*

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave		ROUTE.	Mails Arrive at Birmingham.		Mails Arrive at Manchester.		Mails Arrive at Liverpool.		——
			H. M.	H.	M.			H. M.		H. M.		H. M.	
Tasmania - -	Falmouth - -	13 Jan. 1866	3 0 a.m.	13	7 20 a.m.	*Vid* Bristol - -	13	6 35 p.m. (Sunday was 14.)	13	11 0 p.m.	13	11 5 p.m.	
Ditto - - -	Southampton - -	13 Jan. –	5 0 p.m.	13	7 15 p.m.	„ London - -	15	7 30 a.m.	15	7 0 a.m.	15	7 0 a.m.	No. 45.
Ditto - - -	- ditto - -	13 Jan. –	5 0 „	13	7 15 „	„ ditto - -	14	12 45 p.m.	14	4 45 p.m.	14	4 50 p.m.	
Ditto - - -	- ditto - -	13 Jan. –	5 0 „	13	7 15 „	„ Basingstoke (1) -	13	11 55 „	14	2 40 a.m.	14	3 20 a.m.	
Shannon - -	Falmouth - -	29 Jan. –	2 45 a.m.	29	7 20 a.m.	„ Bristol - -	29	6 35 „	29	11 0 p.m.	29	11 5 p.m.	
Ditto - - -	Southampton - -	29 Jan. –	3 0 p.m.	29	4 0 p.m. (special.)	„ London - -	30	7 30 a.m.	30	7 0 a.m.	30	7 0 a.m.	
Ditto - - -	- ditto - -	29 Jan. –	3 0 „	29	4 0 p.m. (special.)	„ ditto - -	30	12 15 „	30	2 40 „	30	3 20 „	No. 46.
Ditto - - -	- ditto - -	29 Jan. –	3 0 „	–	- nil -	„ Basingstoke (1) -	–	- -	–	- -	–	- -	
Atrato - - -	Falmouth - -	11 Feb. –	uncertain through fog.	–	- -	- - - -	–	- -	–	- -	–	- -	No. 47.
La Plata - -	- ditto - -	1 March –	9 30 a.m.	1	12 40 p.m.	„ Bristol - -	2	9 15 a.m.	2	2 5 p.m.	2	2 30 p.m.	
Ditto - - -	Southampton - -	2 March –	4 0 „	2	7 0 a.m.	„ London - -	3	7 0 „	3	7 0 a.m.	3	7 0 a.m.	
Ditto - - -	- ditto - -	2 March –	4 0 „	2	5 0 a.m. (special.)	„ ditto - -	2	12 0 noon	2	2 5 p.m.	2	2 30 p.m.	No. 48.
Ditto - - -	- ditto - -	2 March –	4 0 „	2	7 0 a.m.	„ Basingstoke -	2	1 5 p.m.	2	6 5 „	2	5 20 „	

(1) On assumption of a night mail train from Oxford to Stafford.

ABSTRACT of Results shown by Tables as regards Plymouth.

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave	ROUTE.	Mails Arrive at Birmingham.	Mails Arrive at Manchester.	Mails Arrive at Liverpool.	—
			H. M.	H. M.		H. M.	H. M.	H. M.	
La Plata - -	Plymouth - -	14 Mar. 1864	2 0 p.m.	14 7 20 p.m.	*Vid* Bristol and Gloucester.	15 9 25 a.m.	15 2 5 p.m.	15 2 30 p.m. (1)	No. 1.
Ditto - - -	Southampton - -	15 Mar. –	10 25 a.m.	15 11 35 a.m.	„ London - -	16 7 0 „	16 7 0 a.m.	16 7 0 a.m. (2)	
Ditto - - -	- ditto - - -	15 Mar. –	10 25 „	15 11 35 „	„ ditto - -	15 8 15 p.m.	15 10 10 p.m.	15 10 45 p.m. (3)	
Ditto - - -	- ditto - - -	15 Mar. –	10 25 „	15 11 35 „	„ Basingstoke and Reading.	15 6 30 „	15 11 0 „	16 2 45 a.m. (3)	
Atrato - - -	Plymouth - -	28 Mar. –	11 10 p.m.	29 6 45 „	„ Bristol - -	29 6 15 „	29 10 10 „	29 10 45 p.m.	No. 2.
Ditto - - -	Southampton - -	29 Mar. –	11 0 a.m.	29 11 35 „	„ London - -	30 7 0 a.m.	30 7 0 a.m.	30 7 0 a.m.	
Ditto - - -	- ditto - - -	29 Mar. –	11 0 „	29 11 35 „	„ ditto - -	29 8 15 p.m.	29 10 10 p.m.	29 10 45 p.m.	
Ditto - - -	- ditto - - -	29 Mar. –	11 0 „	29 11 35 „	„ Basingstoke -	29 6 30 „	29 11 0 „	30 2 45 a.m.	
Seine - - -	Plymouth - -	11 April –	8 40 p.m.	12 6 45 „	„ Bristol - -	12 6 15 „	12 10 45 „	12 11 15 p.m.	No. 3.
Ditto - - -	Southampton - -	12 April –	7 30 a.m.	12 8 40 „	„ London - -	13 7 0 a.m.	13 7 0 a.m.	13 7 0 a.m.	
Ditto - - -	- ditto - - -	12 April –	7 30 „	12 8 40 „	„ ditto - -	12 6 5 p.m.	12 7 45 p.m.	12 8 15 p.m.	
Ditto - - -	- ditto - - -	12 April –	7 30 „	12 8 40 „	„ Basingstoke -	12 12 55 „	12 6 0 „	12 5 10 „	
Shannon - -	Plymouth - -	26 April –	11 35 p.m.	27 6 45 „	„ Bristol - -	27 6 15 „	27 10 45 „	27 11 15 „	No. 4.
Ditto - - -	Southampton - -	27 April –	11 30 a.m.	27 12 0 noon (special.)	„ London - -	28 7 0 a.m.	28 7 0 a.m.	28 7 0 a.m.	
Ditto - - -	- ditto - - -	27 April –	11 30 „	27 12 0 noon (special.)	„ ditto - -	27 8 15 p.m.	27 10 10 p.m.	27 10 45 p.m.	
Ditto - - -	- ditto - - -	27 April –	11 30 „	27 12 0 noon (special.)	„ Basingstoke -	27 6 30 „	27 11 0 „	28 2 45 a.m.	
La Plata - -	Plymouth - -	13 May –	12 30 „	13 6 45 a.m.	„ Bristol - -	13 6 25 „	13 10 45 „	13 11 5 p.m.	No. 5.
Ditto - - -	Southampton - -	13 May –	10 30 „	13 11 35 „	„ London - -	14 7 0 a.m.	14 7 0 a.m.	14 7 0 a.m.	
Ditto - - -	- ditto - - -	13 May –	10 30 „	13 11 35 „	„ ditto - -	13 8 15 p.m.	13 10 10 p.m.	13 10 45 p.m.	
Ditto - - -	- ditto - - -	13 May –	10 30 „	13 11 35 „	„ Basingstoke -	13 6 30 „	13 11 0 „	14 2 45 a.m.	
Atrato - - -	Plymouth - -	27 May –	12 0 noon	27 3 15 p.m.	„ Bristol - -	28 9 25 a.m.	28 2 50 „	28 3 10 p.m.	No. 6.
Ditto - - -	Southampton - -	27 May –	11 0 p.m.	28 1 30 a.m.	„ London - -	28 9 30 p.m.	28 4 30 „	28 3 45 „	
Ditto - - -	- ditto - - -	27 May –	11 0 „	28 1 30 „	„ ditto - -	28 9 30 a.m.	28 11 45 a.m.	28 12 0 noon	
Ditto - - -	- ditto - - -	27 May –	11 0 „	28 7 0 „	„ Basingstoke -	28 12 55 p.m.	28 6 0 p.m.	28 5 10 p.m.	

(1) Estimated arrival by earliest train.

(2) Actual delivery of letters to the public.

(3) Estimated arrival by the earliest train.

West India Mails.—ABSTRACT of Results shown by Tables as regards Plymouth—*continued.*

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave	ROUTE.	Mails Arrive at Birmingham.	Mails Arrive at Manchester.	Mails Arrive at Liverpool.	—
			H. M.	H. M.		H. M.	H. M.	H. M.	
Seine	Plymouth	12 June 1864 (Sunday.)	1 0 a.m.	12 6 45 a.m.	*Vid* Bristol	12 9 55 p.m.	13 2 45 a.m.	13 3 20 a.m.	No. 7.
Ditto	Southampton	12 June „	11 0 „	12 6 0 p.m.	„ London	13 10 30 a.m.	13 12 55 p.m.	13 1 0 p.m.	
Ditto	- ditto	12 June „	11 0 „	12 12 0 noon (special.)	„ ditto	13 12 15 „	12 10 0 „	12 10 30 „	
Ditto	- ditto	- nil -	-	- -	„ Basingstoke	- —	- - -	- - -	
Shannon	Plymouth	27 June 1864	3 30 a.m.	27 6 45 a.m.	„ Bristol	27 6 15 p.m.	27 10 55 p.m.	27 11 5 p.m.	No. 8.
Ditto	Southampton	27 June „	12 30 p.m.	27 1 30 p.m. (special.)	„ London	28 10 30 a.m.	28 1 0 „	28 1 0 „ (1)	
Ditto	- ditto	27 June „	12 30 „	27 1 30 p.m. (special.)	„ ditto	27 12 15 p.m.	28 2 45 a.m.	28 3 20 a.m.	
Ditto	- ditto	27 June „	12 30 „	27 3 0 p.m.	„ Basingstoke	27 9 5 „	- nil -	- nil -	
Tasmanian	Plymouth	13 July „	2 30 a.m.	13 6 45 a.m.	„ Bristol	13 6 15 „	13 10 55 p.m.	13 11 5 p.m.	No. 9.
Ditto	Southampton	13 July „	2 30 p.m.	13 5 10 p.m.	„ London	14 10 30 a.m.	14 12 55 „	14 1 0 „	
Ditto	- ditto	13 July „	2 30 „	13 3 30 „ (special.)	„ ditto	14 12 15 „	14 2 45 a.m.	14 3 20 a.m.	
Ditto	- ditto	13 July „	2 30 „	13 3 30 p.m. (special.)	„ Basingstoke	13 9 5 p.m.	- nil -	- nil	
Atrato	Plymouth	28 July „	8 0 a.m.	28 10 40 a.m.	„ Bristol	28 6 35 „	28 10 55 p.m.	28 11 5 p.m.	No. 10.
Ditto	Southampton	28 July „	5 45 p.m.	28 7 15 p.m.	„ London	29 10 30 a.m.	29 1 0 „	29 1 0 „	
Ditto	- ditto	28 July „	5 45 „	28 7 15 „	„ ditto	29 9 30 „	29 11 45 a.m.	29 12 0 noon	
Ditto	- ditto	28 July „	5 45 „	28 7 15 „	„ Basingstoke	28 11 55 p.m.	29 2 45 „	29 3 20 a.m. (2)	
Seine	Plymouth	11 Aug. „	9 55 p.m.	12 6 45 a.m.	„ Bristol	12 6 15 „	12 10 55 p.m.	12 11 5 p.m.	No. 11.
Ditto	Southampton	12 Aug. „	7 30 a.m.	12 8 40 „	„ London	13 7 0 a.m.	13 7 0 a.m.	13 7 0 a.m.	
Ditto	- ditto	12 Aug. „	7 30 „	12 8 40 „	„ ditto	12 6 5 p.m.	12 7 45 p.m.	12 8 15 p.m.	
Ditto	- ditto	12 Aug. „	7 30 „	12 8 40 „	„ Basingstoke	12 12 55 „	12 6 0 „	12 5 10 „	
Shannon	Plymouth	28 Aug, „ (Sunday.)	5 20 p.m.	27 7 20 p.m.	„ Bristol	29 9 15 a.m.	29 2 5 „	29 2 30 „	No. 12.
Ditto	Southampton	29 Aug. „	7 15 a.m.	29 8 40 a.m.	„ London	30 7 0 „	30 7 0 a.m.	30 7 0 a.m.	
Ditto	- ditto	29 Aug. „	7 15 „	29 8 40 „	„ ditto	29 6 5 p.m.	29 7 45 p.m.	29 8 15 p.m.	
Ditto	- ditto	29 Aug. „	7 15 „	29 8 40 „	„ Basingstoke	29 12 55 „	29 6 0 „	29 5 10 „	
Tasmanian	Plymouth	13 Sept. „	10 0 a.m.	13 12 40 p.m.	„ Bristol	13 10 18 „	14 2 45 a.m.	14 3 20 a.m.	No. 13.
Ditto	Southampton	13 Sept. „	8 15 p.m.	13 9 15 „ (special.)	„ London	14 10 30 a.m.	14 12 50 p.m.	14 1 0 p.m.	
Ditto	- ditto	13 Sept. „	8 15 „	13 9 15 p.m. (special.)	„ ditto	14 9 30 „	14 11 45 a.m.	14 12 0 noon	
Ditto	- ditto	- nil -	- -	- - -	„ Basingstoke	- - -	- - -	- - -	

Atrato	Plymouth	27 Sept.	1864	7	50 p.m.	28	6	45 a.m.	*Vid* Bristol	28	6	15 p.m.	28	10	55 p.m.	28	11	5 p.m.	No. 14.
Ditto	Southampton	28 Sept.	–	8	0 a.m.	28	8	40 „	„ London	29	7	0 a.m.	29	7	0 a.m.	29	7	0 a.m.	
Ditto	- ditto	28 Sept.	–	8	0 „	28	8	40 „	„ ditto	28	6	5 p.m.	28	7	45 p.m.	28	8	15 p.m.	
Ditto	- ditto	28 Sept.	–	8	0 „	28	8	40 „	„ Basingstoke	28	12	55 „	28	6	0 p.m.	28	5	10 „	
Seine	Plymouth	13 Oct.	–	9	45 a.m.	13	12	40 p.m.	„ Bristol	13	10	18 „	14	2	45 a.m.	14	3	5 a.m.	No. 15.
Ditto	Southampton	13 Oct.	–	8	0 p.m.	13	9	0 „ (special.)	„ London	14	10	30 a.m.	14	12	55 p.m.	14	1	3 p.m.	
Ditto	- ditto	13 Oct.	–	8	0 „	13	9	0 „ (special.)	„ ditto	14	9	30 „	14	11	45 a.m.	14	12	0 noon	
Ditto	- ditto	- nil	-	-	-	–	-	-	„ Basingstoke	–	-	-	–	-	-	–	-	-	
Shannon	Plymouth	28 Oct.	–	11	0 a.m.	28	3	20 p.m.	„ Bristol	29	9	15 a.m.	29	2	5 p.m.	29	2	30 p.m.	No. 16.
Ditto	Southampton	28 Oct.	–	8	55 p.m.	28	10	0 „ (special.)	„ London	29	10	30 „	29	12	50 „	29	1	0 „	
Ditto	- ditto	28 Oct.	–	8	55 „	28	10	0 p.m. (special.)	„ ditto	29	9	30 „	29	11	45 a.m.	29	12	0 noon	
Ditto	- ditto	- nil	-	-	-	–	-	-	„ Basingstoke	–	-	-	–	-	-	–	-	-	
Tasmanian	Plymouth	14 Nov.	–	3	45 p.m.	14	7	20 p.m.	„ Bristol	15	9	15 a.m.	15	2	5 p.m.	15	2	30 p.m.	No. 17.
Ditto	Southampton	15 Nov.	–	2	15 „	15	7	0 a.m.	„ London	16	7	30 „	16	7	0 a.m.	16	7	0 a.m.	
Ditto	- ditto	15 Nov.	–	2	15 a.m.	15	3	15 „ (special.)	„ ditto	15	11	5 „	15	1	45 p.m.	15	1	0 p.m.	
Ditto	- ditto	15 Nov.	–	2	15 „	15	7	0 a.m.	„ Basingstoke	15	12	55 p.m.	15	6	0 „	15	5	10 p.m.	
Atrato	Plymouth	27 Nov.	–	10	30 p.m.	28	6	45 „	„ Bristol	28	6	15 „	28	10	55 „	28	11	5 p.m.	No. 18.
Ditto	Southampton	28 Nov.	–	10	40 a.m.	28	11	35 „	„ London	29	7	30 a.m.	29	7	0 a.m.	29	7	0 a.m.	
Ditto	- ditto	28 Nov.	–	10	40 „	28	11	35 „	„ ditto	28	7	30 p.m.	28	10	0 p.m.	28	10	30 p.m.	
Ditto	- ditto	28 Nov.	–	10	40 „	28	11	35 „	„ Basingstoke	28	6	30 „	28	11	0 „	29	2	45 a.m.	
Seine	Plymouth	13 Dec.	–	1	0 „	13	6	45 „	„ Bristol	13	6	20 „	13	10	55 „	13	11	5 p.m.	No. 19.
Ditto	Southampton	13 Dec.	–	11	30 „	13	12	30 p.m. (special.)	„ London	14	7	30 a.m.	14	7	0 a.m.	14	7	0 a.m.	
Ditto	- ditto	13 Dec.	–	11	30 „	13	12	30 p.m. (special).	„ ditto	13	7	30 p.m.	83	10	0 p.m.	13	10	30 p.m.	
Ditto	- ditto	13 Dec.	–	11	30 „	13	3	0 p.m.	„ Basingstoke	13	9	5 „	–	-	nil -	–	-	nil -	
Shannon	Plymouth	30 Dec.	–	3	0 p.m.	30	7	20 „	„ Bristol	31	9	15 a.m.	31	2	50 p.m.	31	3	10 p.m.	No. 20.
Ditto	Southampton	31 Dec.	–	8	15 a.m.	31	9	15 a.m. (special.)	„ London	1 Jan.	7	30 „	1 Jan.	7	0 a.m.	1 Jan.	7	0 a.m.	
Ditto	- ditto	31 Dec.	–	8	15 „	31	9	15 a.m. (special.)	„ ditto	31 Dec.	6	5 p.m.	31 Dec.	7	45 p.m.	31 Dec.	8	15 p.m.	
Ditto	- ditto	31 Dec.	–	8	15 „	31	11	35 a.m.	„ Basingstoke	31	6	30 „	31	11	0 „	1 Jan.	2	45 a.m.	

The mails reached the London General Post Office at 4.30 p.m., on 27th June. Had they been forwarded by that night's mail train, delivery would have been made at 7 a.m. on 28th June.

[2] This is on the assumption that a night mail train ran from Oxford at 10.15 p.m., after arrival of the Basingstoke train *viâ* Bushberry Junction, to Stafford.

West India Mails.—Abstract of Results shown by Tables as regards Plymouth—*continued.*

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave	ROUTE.	Mails Arrive at Birmingham.	Mails Arrive at Manchester.	Mails Arrive at Liverpool.	—
			H. M.	H. M.		H. M.	H. M.	H. M.	
Tasmanian - -	Plymouth - -	13 Jan. 1865	5 15 a.m.	13 9 15 a.m.	*Vid* Bristol - -	13 6 35 p.m.	13 11 0 p.m.	13 11 5 p.m. (1)	
Ditto - - -	Southampton - -	13 Jan. –	2 0 p.m.	13 5 10 p.m.	„ London - -	14 10 30 a.m.	14 12 45 „	14 1 0 „ (2)	
Ditto - - -	- ditto - - -	13 Jan. –	2 0 „	13 3 0 „	„ ditto - -	14 12 15 „	14 2 40 a.m.	14 3 20 a.m. (3)	No. 21.
Ditto - - -	- ditto - - -	13 Jan. –	2 0 „	13 3 0 „	„ Basingstoke -	13 9 5 p.m.	– - nil -	– - nil (3)	
Atrato - - -	Plymouth - -	28 Jan. –	6 12 „	29 6 45 a.m. (Sunday.)	„ Bristol - -	29 9 55 „	30 2 45 „	30 3 5 a.m.	
Ditto - - -	Southampton - -	29 Jan. – (Sunday.)	2 30 a.m.	29 9 30 „	„ London - -	30 7 30 a.m.	30 7 0 „	30 7 0 „	No. 22.
Ditto - - -	- ditto - - -	29 Jan. –	2 30 „	29 3 30 a.m.	„ ditto - -	29 1 40 p.m.	29 4 45 p.m.	29 4 50 p.m.	
Ditto - - -	- ditto - - -	- nil -	- -	– - -	„ Basingstoke -	– - -	– - -	– - -	
Seine - - -	Plymouth - -	12 Feb. – (Sunday.)	10 20 „	12 12 40 p.m.	„ Bristol - -	12 10 18 „	13 2 45 a.m.	13 3 5 a.m.	
Ditto - - -	Southampton - -	12 Feb. –	8 0 p.m.	13 1 30 a.m. 12 9 0 p.m. (special.)	„ London - -	13 1 30 „	13 4 30 p.m.	13 3 45 p.m.	No. 23.
Ditto - - -	- ditto - - -	12 Feb. –	8 0 „	– - -	„ ditto - -	– - -	13 11 45 a.m.	13 12 0 noon.	
Ditto - - -	- ditto - - -	12 Feb. –	- nil -	– - -	„ Basingstoke -	– - -	– - -	– - -	
Shannon - -	Plymouth - -	27 Feb. –	6 0 a.m.	27 9 15 a.m.	„ Bristol - -	27 6 40 p.m.	27 10 10 p.m.	27 10 45 p.m.	
Ditto - - -	Southampton - -	27 Feb. –	4 0 p.m.	27 5 10 p.m.	„ London - -	28 10 30 a.m.	28 12 55 „	28 1 0 „	
Ditto - - -	- ditto - - -	27 Feb. –	4 0 „	27 5 10 „	„ ditto - -	28 12 15 „	28 2 40 a.m.	28 3 20 a.m.	No. 24.
Ditto - - -	- ditto - - -	27 Feb. –	4 0 „	– - nil -	„ Basingstoke -	– - -	– - -	– - -	
Tasmanian - -	Plymouth - -	15 March –	12 20 „	15 3 15 p.m.	„ Bristol - -	16 9 25 a.m.	16 2 45 p.m.	16 3 5 p.m.	
Ditto - - -	Southampton - -	15 March –	10 35 „	16 1 30 a.m.	„ London - -	16 1 30 p.m.	16 4 30 „	16 3 45 „	
Ditto - - -	- ditto - - -	15 March –	10 35 „	16 1 30 „	„ ditto - -	16 9 30 a.m.	16 11 45 a.m.	16 12 0 noon.	No. 25.
Ditto - - -	- ditto - - -	15 March –	10 35 „	– - nil -	„ Basingstoke -	– - -	– - -	– - -	
Atrato - - -	Plymouth - -	29 March –	11 15 „	30 6 45 a.m.	„ Bristol - -	30 6 20 p.m.	30 10 55 p.m.	30 11 5 p.m.	
Ditto - - -	Southampton - -	30 March –	11 0 a.m.	30 11 35 „	„ London - -	31 7 0 a.m.	31 7 0 a.m.	31 7 0 a.m.	
Ditto - - -	- ditto - - -	30 March –	11 0 „	30 11 35 „	„ ditto - -	30 7 30 p.m.	30 10 0 p.m.	30 10 30 p.m.	No. 26.
Ditto - - -	- ditto - - -	30 March –	11 0 „	30 11 35 „	„ Basingstoke -	30 6 15 „	30 11 0 „	31 2 45 a.m.	
La Plata - -	Plymouth - -	12 April –	10 30 p.m.	13 6 45 „	„ Bristol - -	13 6 20 „	13 10 55 „	13 11 5 p.m.	
Ditto - - -	Southampton - -	13 April –	10 0 a.m.	13 11 0 „ (special.)	„ London - -	14 7 0 a.m.	14 7 0 a.m.	14 7 0 a.m.	
Ditto - - -	- ditto - - -	13 April –	10 0 „	13 11 35 a.m.	„ ditto - -	13 7 30 p.m.	13 10 0 p.m.	13 10 30 p.m.	No. 27.
Ditto - - -	- ditto - - -	13 April –	10 0 „	13 11 35 „	„ Basingstoke -	13 6 15 „	13 11 0 „	14 2 45 a.m.	

Seine	Plymouth	27 April 1865	6	0 p.m.	28	6	45 a.m.	*Viâ*	Bristol	28	6	20 p.m.	28	10	55 p.m.	28	11	5 p.m.	No. 28.
Ditto	Southampton	28 April –	6	0 a.m.	28	8	40 „	„	London	29	7	0 a.m.	29	7	0 a.m.	29	7	0 a.m.	
Ditto	- ditto	28 April –	6	0 „	28	7	0 „	„	ditto	28	2	10 p.m.	28	4	40 p.m.	28	5	25 p.m.	
Ditto	- ditto	28 April –	6	0 „	28	7	0 „	„	Basingstoke	28	12	55 „	28	6	5 „	28	5	20 „	
Tasmanian	Plymouth	13 May –	6	30 „	13	10	45 „	„	Bristol	13	6	35 „	13	10	55 „	13	11	5 „	No. 29.
Ditto	Southampton	13 May –	3	15 p.m.	13	7	15 p.m.	„	London	15	7	0 a.m.	15	7	0 a.m.	15	7	0 a.m.	
Ditto	- ditto	13 May –	3	15 „	13	4 (special).	15 „	„	ditto	14	12	15 „	14	2	40 „	14	3	20 „	
Ditto	- ditto	13 May –	3	15 „	–	-	nil -	„	Basingstoke	–	-	-	–	-	-	–	-	-	
Shannon	Plymouth	29 May –	8	0 a.m.	29	10	45 a.m.	„	Bristol	29	6	35 p.m.	29	10	55 p.m.	29	11	5 p.m.	No. 30.
Ditto	Southampton	29 May –	1	0 p.m.	29	3	0 p.m.	„	London	30	10	30 a.m.	30	12	55 „	30	1	0 „	
Ditto	- ditto	29 May –	1	0 „	29	3	0 „	„	ditto	30	12	15 „	30	2	40 a.m.	30	3	20 a.m.	
Ditto	- ditto	29 May –	1	0 „	29	3	0 „	„	Basingstoke	29	9	15 p.m.	30	3	20 „	30	3	55 „	
Atrato	Plymouth	15 June –	3	0 „	15	7	20 „	„	Bristol	16	9	15 a.m.	16	2	5 p.m.	16	2	30 p.m.	No. 31.
Ditto	Southampton	16 June –	4	15 a.m.	16	7	0 a.m.	„	London	17	7	0 „	17	7	0 a.m.	17	7	0 a.m.	
Ditto	- ditto	16 June –	4	15 „	16	5	15 „	„	ditto	16	12	0 noon	16	2	5 p.m.	16	2	30 p.m.	
Ditto	- ditto	16 June –	4	15 „	16	7	0 „	„	Basingstoke	16	12	55 p.m.	16	6	5 „	16	5	20 „	
Seine	Plymouth	28 June –	12	10 „	28	6	45 „	„	Bristol	28	6	20 „	28	10	55 „	28	11	5 „	No. 32.
Ditto	Southampton	28 June –	10	0 „	28	11	35 „	„	London	29	7	0 a.m.	29	7	0 a.m.	29	7	0 a.m.	
Ditto	- ditto	28 June –	10	0 „	28	11	35 „	„	ditto	28	7	30 p.m.	28	10	0 p.m.	28	10	30 p.m.	
Ditto	- ditto	28 June –	10	0 „	28	11	35 „	„	Basingstoke	28	6	15 „	28	11	0 „	29	3	55 a.m.	
Tasmanian	Plymouth	13 July –	9	50 „	13	12	40 p.m.	„	Bristol	13	10	18 „	14	2	45 a.m.	14	3	20 „	No. 33.
Ditto	Southampton	13 July –	8	30 p.m.	13	9 (special).	30 „	„	London	14	10	30 a.m.	14	12	55 p.m.	14	1	0 p.m.	
Ditto	- ditto	13 July –	8	30 „	13	9 (special).	30 p.m.	„	ditto	14	9	30 „	14	11	45 a.m.	14	12	0 noon	
Ditto	- ditto	13 July –	8	30 „	–	-	nil -	„	Basingstoke	–	-	-	–	-	-	–	-	-	
Shannon	Plymouth	28 July –	3	45 a.m.	28	6	45 a.m.	„	Bristol	28	6	20 p.m.	28	10	55 p.m.	28	11	5 p.m.	No. 34.
Ditto	Southampton	28 July –	2	0 p.m.	28	3	0 p.m.	„	London	29	10	30 a.m.	29	1	0 „	29	1	0 „	
Ditto	- ditto	28 July –	2	0 „	28	3	0 „	„	ditto	29	12	15 „	29	2	40 a.m.	29	3	20 a.m.	
Ditto	- ditto	28 July –	2	0 „	28	3	0 „	„	Basingstoke	28	9	15 p.m.	29	3	20 „	29	3	55 „	
Atrato	Plymouth	12 Aug. –	3	0 a.m.	12	6	45 a.m.	„	Bristol	12	6	20 „	12	10	55 p.m.	12	11	5 p.m.	No. 35.
Ditto	Southampton	12 Aug. –	12	45 p.m.	12	3	0 p.m.	„	London	12	7	0 a.m.	14	7	0 a.m.	14	7	0 a.m.	
Ditto	- ditto	12 Aug. –	12	45 „	12	3	0 „	„	ditto	13	12 (Sunday).	15 „	13	2	40 „	13	3	20 „	
Ditto	- ditto	12 Aug. –	12	45 „	12	3	0 „	„	Basingstoke	12	9	15 p.m.	13	3	20 „	13	3	55 „	
Seine	Plymouth	30 Aug. –	12	50 a.m.	30	6	45 a.m.	„	Bristol	30	6	20 „	30	10	55 p.m.	30	11	5 p.m.	No. 36.
Ditto	Southampton	30 Aug. –	10	0 „	30	11	35 „	„	London	31	7	0 a.m.	31	7	0 a.m.	31	7	0 a.m.	
Ditto	- ditto	30 Aug. –	10	0 „	30	11	35 „	„	ditto	30	7	30 p.m.	30	10	0 p.m.	30	10	30 p.m.	
Ditto	- ditto	30 Aug. –	10	0 „	30	11	35 „	„	Basingstoke	30	6	15 „	30	11	0 „	31	3	55 a.m.	
Tasmanian	Plymouth	12 Sept. –	uncertain through fog							–	-	-	–	-	-	–	-	-	No. 37.

(1) Estimated arrival of the earliest trains.

(2) Actual delivery of letters to the public.

(3) Estimated arrival of the earliest trains.

West India Mails.—ABSTRACT of Results shown by Tables as regards Plymouth—*continued.*

SHIP.	Port of Arrival.	Day of Arrival.	Hour of Arrival.	Mails Leave.	ROUTE.	Mails arrive at Birmingham.	Mails arrive at Manchester.	Mails arrive at Liverpool.	——
			H. M.	H. M.		H. M.	H. M.	H. M.	
Shannon -	Plymouth -	27 Sept 1865	11 0 a.m.	27 3 20 p.m.	*Viâ* Bristol - -	28 9 15 a.m.	28 2 5 p.m.	28 2 30 p.m.	
Ditto - - -	Southampton - -	27 Sept. –	8 45 p.m.	27 10 45 „ (special).	„ London -	28 10 30 „	28 4 50 „	28 1 0 „	
Ditto - - -	- ditto - - -	27 Sept. –	8 45 „	27 10 45 p.m. (special).	„ ditto - -	28 9 30 „	28 11 45 a.m.	28 12 0 noon	No. 38.
Ditto - - -	- ditto - - -	27 Sept. –	8 45 „	– nil -	„ Basingstoke - -	– - -	– - -	– - -	
Atrato - - -	Plymouth - -	12 Oct. –	5 30 „	13 6 45 a.m.	„ Bristol - -	13 6 20 p.m.	13 10 55 „	13 11 5 „	
Ditto - - -	Southampton - -	13 Oct. –	4 0 a.m.	13 8 40 „	„ London - -	14 7 0 a.m.	14 7 0 a.m.	14 7 0 a.m.	
Ditto - - -	ditto - -	13 Oct. –	4 0 „	13 5 0 „ (special).	„ ditto - -	13 12 0 noon	13 2 5 p.m.	13 2 30 p.m.	No. 39.
Ditto - - -	- ditto - - -	13 Oct. –	4 0 „	13 7 0 a.m.	„ Basingstoke -	13 12 55 a.m.	13 6 5 „	13 5 20 „	
Seine - - -	Plymouth - -	28 Oct. – (Sunday was 29 Oct.)	5 0 „	28 10 45 „	„ Bristol - -	28 6 35 p.m.	28 10 55 „	28 11 5 „	
Ditto - - -	Southampton - -	28 Oct. –	3 30 p.m.	28 5 10 p.m.	„ London - -	30 7 0 a.m.	30 7 0 a.m.	30 7 0 a.m.	No. 40.
Ditto - -	- ditto - - -	28 Oct. –	3 30 „	28 5 10 „	„ ditto - -	29 12 15 „	29 2 40 „	29 3 20 „	
Ditto - - -	- ditto - - -	28 Oct. –	3 30 „	28 5 10 „	„ Basingstoke -	– - nil -	– - -	– - -	
Tasmanian - -	Plymouth - -	15 Nov. –	5 30 „	16 6 45 a.m.	„ Bristol -	16 6 20 p.m.	16 11 0 p.m.	16 11 5 p.m.	
Ditto - - -	Southampton - -	16 Nov. –	6 30 a.m.	16 8 45 „	„ London - -	17 7 30 a.m.	17 7 0 a.m.	17 7 0 a.m.	
Ditto - - -	- ditto - - -	16 Nov. –	6 30 „	16 7 30 a.m. (special).	„ ditto - -	16 2 15 p.m.	16 4 40 p.m.	16 5 20 p.m.	No. 41.
Ditto - - -	- ditto - - -	16 Nov. –	6 30 „	16 8 45 a.m.	„ Basingstoke -	16 1 5 „	16 6 5 „	16 5 20 „	
Shannon - -	Plymouth - -	28 Nov. –	8 20 „	28 10 45 „	„ Bristol - -	28 6 35 „	28 11 0 „	28 11 5 „	
Ditto - - -	Southampton	28 Nov. -	7 15 p.m.	28 9 0 p.m. (special).	„ London - -	29 10 30 a.m.	29 1 0 „	29 1 0 „	
Ditto - - -	- ditto - - -	28 Nov. –	7 15 „	28 9 0 p.m. (special).	„ ditto - -	29 9 30 „	29 11 45 a.m.	29 12 0 noon.	No. 42.
Ditto - - -	- ditto - - -	28 Nov. –	7 15 „	– nil -	„ Basingstoke -	– - nil -	– - -	– - -	
Atrato - - -	Plymouth -	13 Dec. –	7 0 „	14 6 45 a.m.	„ Bristol - -	14 6 20 p.m.	14 11 0 p.m.	14 11 5 p.m.	
Ditto - - -	Southampton - -	14 Dec. –	8 15 a.m.	14 9 15 „ (special).	„ London - -	15 7 30 a.m.	15 7 0 a.m.	15 7 0 a.m.	
Ditto - - -	- ditto - - -	14 Dec. –	8 15 „	14 9 15 a.m. (special).	„ ditto - -	14 6 5 p.m.	14 7 45 p.m.	14 8 30 p.m.	No. 43.
Ditto - - -	- ditto - - -	14 Dec. –	8 15 „	44 11 35 a.m.	„ Basingstoke -	14 6 15 „	14 11 0 „	15 3 55 a.m.	

Seine	- - -	Plymouth	- -	29 Dec.	1865	9	0 a.m.	21	1	45 p.m.	*Vid*	Bristol	- -	29	10	18 p.m.	30	2	45 a.m.	30	3	20 a.m.	
Ditto	- - -	Southampton	- -	30 Dec.	–	2	0 „	30	7	0 a.m.	„	London	- -	31	7	30 a.m.	31	7	0 „	31	7	0 „	
Ditto	- - -	- ditto	- -	30 Dec.	–	2	0 „	30	3	0 „ (special).	„	ditto	- -	30	12	0 noon	30	2	5 p.m.	30	2	30 p.m.	No. 44.
Ditto	- - -	- ditto	- - -	30 Dec.	–	2	0 „	30	7	0 a.m.	„	Basingstoke	-	30	1	5 p.m.	30	6	5 „	30	5	20 „	
Tasmanian	- -	Plymouth	-	13 Jan.	1866	6	0 „	13	10	45 „	„	Bristol	- -	13	6	35 „ (Sunday was the 14th).	13	11	0 „	13	11	5 „	
Ditto	- - -	Southampton	- -	13 Jan.	–	5	0 p.m.	13	7	15 p.m.	„	London	- -	15	7	30 a.m.	15	7	0 a.m.	15	7	0 a.m.	No. 45.
Ditto	- - -	- ditto	- -	13 Jan.	–	5	0 „	13	6	0 „ (special).	„	ditto	- -	14	12	45 p.m.	14	4	45 p.m.	14	4	50 p.m.	
Ditto	- - -	- ditto	-	13 Jan.	–	5	0 „	13	7	15 p.m.	„	Basingstoke (1)	-	13	11	55 „	14	2	45 a.m.	14	3	20 a.m.	
Shannon	- -	Plymouth	- -	29 Jan.	–	5	45 a.m.	29	10	45 a.m.	„	Bristol	- -	29	6	35 „	29	11	0 p.m.	29	11	5 p.m.	
Ditto	- - -	Southampton	- -	29 Jan.	–	3	0 p.m.	29	4	0 p.m. (special).	„	London	- -	30	7	30 a.m.	30	7	0 a.m.	30	7	0 a.m	
Ditto	- - -	- ditto	- -	29 Jan.	–	3	0 „	29	4	0 p.m. (special).	„	ditto	- -	30	12	15 „	30	2	40 „	30	3	20 „	No. 46.
Ditto	- - -	- ditto	- - -	29 Jan.	–	3	0 „	29	7	15 p.m.	„	Basingstoke (1)		29	11	55 p.m.	30	2	40 „	30	3	20 „	
Atrato	- - -	Plymouth	- -	11 Feb.	–	uncertain through fog		- -	-	- - -				–	-	- - -	–	-	- - -	–	-	- -	No. 47.
La Plata	- -	Plymouth	- -	1 March	–	12	30 p.m.	1	7	30 p.m.	„	Bristol	- -	2	9	10 a.m.	2	2	5 p.m.	2	2	30 p.m.	
Ditto	- - -	Southampton	- -	2 March	–	4	0 a.m.	2	7	0 a.m.	„	London	- -	3	7	0 „	3	7	0 a.m.	3	7	0 a.m	
Ditto	- - -	- ditto	- -	2 March	–	4	0 „	2	5	0 „ (special).	„	ditto	- -	2	12	0 noon	2	2	5 p.m.	2	2	30 p.m.	No. 48.
Ditto	- - -	- ditto	- - -	2 March	–	4	0 „	2	7	0 a.m.	„	Basingstoke	-	2	1	5 p.m.	2	6	5 „	2	5	20 „	

(1) On the assumption of a night mail from Oxford to Stafford.

— No. 9. —

The Chairman of the Association of Chambers of Commerce of the United Kingdom to the Secretary to the Treasury.

Association of Chambers of Commerce of the
United Kingdom,
22, Abingdon-street, Westminster,
25 February 1867.

Sir,

You will remember that I had the honour of heading a deputation to yourself and his Grace the Duke of Montrose, at the Treasury, on Thursday, respecting the West India mails.

Mr. Stebbing, the president of the Southampton Chamber of Commerce, is extremely anxious, that I should forward to you a copy of the resolution on the subject, which has been proposed by the Falmouth Chamber of Commerce at the meeting of the delegates from Chambers of Commerce in London, and also of the amendment which was ultimately carried (in pursuance of which amendment the deputation sought an interview with yourself and his Grace the Duke of Montrose on this subject).

I fear that these details can scarcely interest you; but Mr. Stebbing deems them important, as showing that the opinion expressed by the delegates from the thirty-two Associated Chambers of Commerce, was limited to a desire for inquiry in what way the present system might be improved; and does not in any respect pronounce any opinion, whether Southampton or a westerly port might prove (on inquiry) to be the best adapted, on the whole, for the landing and embarking of the mails.

I have, &c.
(signed) *S. S. Lloyd*,
Chairman of the Association.

George W. Hunt, Esq., M.P.,
Secretary to Her Majesty's Treasury,
London.

Enclosure in No. 9.

ORIGINAL RESOLUTION proposed by the Falmouth Chamber and seconded by *J. S. Wright*, Esq., Chairman of the Birmingham Chamber.

"THAT the Associated Chambers consider it desirable to call the attention of Her Majesty's Government to the delay occasioned by the West India and Brazilian mails being embarked and landed so far from the English Channel. That if these mails were embarked at Falmouth, the great risk and danger of the Channel navigation would be avoided; merchants and others would have an opportunity of forwarding letters several hours later than they can now do; and further, that if the homeward mails were landed at that port, letters and telegrams would be delivered throughout the kingdom (especially the north and in Scotland), many hours earlier than at present, thereby essentially promoting the commercial and general interest of the kingdom."

AMENDMENT proposed by the Bristol Chamber, and adopted by the Meeting.

"That the Association direct the attention of the Post Office authorities to the question of landing and embarking the West Indian mails at a western port, with a view to inquire whether or not the public interest will be served by making any and what change as to the port at which mails are now landed and embarked."

The amendment was carried by 22 votes against 7 votes.

On being then put to the meeting, as a substantive resolution, it was adopted unanimously.

— No. 10. —

Mr. *G. A. Hamilton* to the Chairman of the Association of Chambers of Commerce of the United Kingdom.

Sir, Treasury Chambers, 27 February 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of your letter of 25th instant, and I am to acquaint you that the subject-matter thereof is under consideration, and that an answer will be sent to you in due course.

I am, &c.
(signed) *Geo. A. Hamilton.*

S. S. Lloyd, Esq.,
Chairman of the Association of
Chambers of Commerce of the
United Kingdom.

— No. 11. —

The Deputy Chairman of the Plymouth Chamber of Commerce to the Secretary to the Treasury.

Chamber of Commerce, Plymouth,
Sir, 4 March 1867.

THE question of selecting the best port for the Mail Packet Service, being now apparently reduced to two points for consideration, namely:

1st. The choice of Plymouth or Falmouth, and

2nd. The embarking of the mails;

the following arguments are respectfully submitted on these matters:—

First. The advantages of Plymouth over Falmouth have been already set forth in the statement addressed to Her Majesty's Government in October last (a copy of which is sent herewith), in connection with arguments urged generally in its favour over all other ports; the paragraphs 1, 2, 3, 4, 5, and 11 refer to the general local merits, and 13, 14, 15, 16, 17, together with the Appendices, containing the recommendations of former governments, and the opinions of steam companies and nautical men, would appear to be conclusive in favour of the selection of Plymouth.

It must be manifest, that if the two ports are on an equality as to navigation (an opinion which I respectfully submit to be wholly undervaluing the greater excellence of the port of Plymouth), the advantages of greater facilities of land transit already existing, with the immediate prospect of their great improvement, and the many conveniences naturally arising from a large and increasing community like that of Plymouth, such as larger postal establishments, more numerous train arrangements, and general facilities for procuring despatch in every department, must secure for the public service a more efficient and certain working than can be looked for at Falmouth. The avoidance also of the lengthened journey beyond Plymouth, over the single line of the Cornwall Railway, which is not capable of high speed, and is not likely to be supplemented by another line for many years, and the greater convenience of all persons having to communicate with the mail packets, either directly and continuously as managers, or indirectly as passengers, are points which should not be lost sight of in the selection of the port.

With respect to the second point, namely, that of embarking the mails at a western port, it is difficult to perceive where any doubt should exist, inasmuch as the same arguments as to saving of time and distance apply to the outward, as to the homeward service; as has been already stated before the Post Office authorities in reply to the application of the Union (Cape of Good Hope) Mail Company, in April last, so that whether the mails should be all made up in London, or those from the north sent direct to Plymouth, to meet those from London, a great saving of time would be gained over the Southampton route; in fact, the benefit to the public service would be only half obtained, and the expense materially

materially increased, by not adopting one port for both outward and homeward mails.

A steamer being at Plymouth ready to start on receipt of the mails, must manifestly be greatly in advance of one starting from Southampton, and also practically in advance of one starting necessarily later from Falmouth, as has been shown in the statement already referred to on than point.

I am, &c.
(signed) *W. F. Moore*,
Deputy Chairman.

W. Hunt, Esq., M.P.,
Treasury, London.

— No. 12. —

The Falmouth Chamber of Commerce to the Secretary to the Treasury.

Port of Falmouth Chamber of Commerce,
Falmouth, 5 March 1867.

Sir,

THE Council of this Chamber have been informed that objections have been raised to this port as the station for the West India packets, on the ground of the additional time and expense arising from the distance by railway of Falmouth from Plymouth; we are therefore compelled again reluctantly to trouble you, to show that such objections are really groundless. We beg to submit the following observations:—

1. *As to Time.*—It has been repeatedly shown by nautical authorities that from a given point off the Lizard a steam vessel would arrive at Falmouth 18 hours earlier than she could, under the most favourable circumstances of wind and weather, arrive at Southampton, and from the same point off the Lizard she would reach Falmouth upwards of three hours before she could reach Plymouth with wind and weather favouring her. But in case of a strong easterly wind against her, thrice the length of time would probably be occupied in reaching either Southampton or Plymouth, and indeed must always be uncertain.

2. *As to Time by Railway.*—The Chairman* of the Company has proved that there need not be more than two hours occupied in reaching Plymouth by railway from Falmouth, and the Chairman † of the Great Western Railway has shown that the transit of the mails from Plymouth to London would only occupy six hours, making altogether eight hours as the fixed time from Falmouth to London.

3. *As to Expense.*—We have reason to know that the charge for a special train is, by the Post Office contract with the Railway Company agreed to be the mere cost of such train, without any profit to the Company, and would not exceed 2 *s.* per mile, or 6 *l.* 10 *s.* as the full charge from Falmouth to Plymouth; and we beg further to observe, that a deputation from the North waited on Lord Stanley of Alderley some time since, on the mail question, when they stated that rather than the expense should be an obstacle in the way of landing and embarking the mails at Falmouth, they would consent to a small additional postage being charged. We submit, however, that as to that question the difference of expense as between Plymouth and Falmouth would be so trifling that we cannot believe that Her Majesty's Government would allow it to stand in the way of a change so essential to the commercial interests of the kingdom.

4. *With reference to Telegraphic Communication.*—Falmouth stands unrivalled in this respect. Notice of the arrival of a steamer off Falmouth could be given to all the great centres of commerce several hours before she could be seen from Plymouth. And with respect to the outward mails, merchants would have the opportunity of sending telegrams much later by the way of Falmouth than could possibly be done by the way of Southampton or Plymouth. As a proof of the importance of Falmouth in this respect it is only needful to refer to the fact that a company has been formed for the purpose of laying a cable (Allen's patent) from this port to America.

5. We beg to observe that, even supposing the gain by landing the mails at Falmouth should only be one hour (which we are not disposed, to admit) on the receipt

* R. Tweedy, Esq., Chairman of Cornwall Railway.
† Sir D. Gooch, Bart., M.P.

receipt of letters by bankers and merchants it would be of immense importance as to the sale and purchase of goods; but not only so, as every packet brings remittances of bills to merchants and others, a gain of one hour local delivery might enable them to present such bills for acceptance during the hours of business, thereby often gaining a day, and in case of the intervention of a Sunday it would be the gain of two days. Reckoning, therefore, the interest of these days on such vast amounts as are constantly transmitted, it becomes a very serious item in the business transactions of the country. The gain of an hour might enable bankers and merchants, in case of the dishonour of bills, to send protests or communications by the outgoing packet to their correspondents, thereby advancing their interests and, in some cases, preventing heavy losses.

6. We think it important to remark we have been informed, from unquestionable sources, that in case the steamers should have to land and embark their mails at Plymouth, the directors of the West India Company are not likely to be satisfied with that port as a station for their ships, and therefore would not allow them to remain there, but on the contrary, that they are so satisfied that, in case they should have to land and embark their mails at Falmouth, such facilities for the steamers can be obtained, and the saving would be so great to the Company, that there is reason to believe that they would speedily remove their entire establishment to this port, and would probably lead to a reduction in the amount of subsidy to be hereafter paid.

7. We venture to suggest that the removal from Southampton to Plymouth would not give general satisfaction to the commercial interest, and that the question would therefore still be agitated, and would not be set at rest until the westernmost port in the Channel is adopted.

We therefore again submit that, as for upwards of 150 years this port was selected as the best adapted for a mail packet station, and the removal to Southampton took place solely on the ground of there being no railroad to this place, that now having that advantage, and every other facility for mail purposes, it is reasonable to hope that Her Majesty's Government will, in the removal of the packet station, prefer Falmouth as a port peculiarly adapted by its convenience for the purpose, and its being the westernmost port of England.

We have, &c.
For the Port of Falmouth Chamber of Commerce,
(signed) *Robt. R. Broad*, Vice-Chairman.
J. Hallamore, Secretary.

To G. Ward Hunt, Esq., M.P.,
Secretary to Her Majesty's Treasury,
Whitehall.

— No. 13. —

The President of the Southampton Chamber of Commerce to the Secretary to the Treasury.

Southampton Chamber of Commerce,
21 March 1867.

Sir,

I HAVE the honour to hand you herewith the reply of this Chamber to the statements made by Falmouth and Plymouth in favour of a more westerly port for the West India mails, and I beg to state that the delay in presenting that reply has arisen from the care which has been taken in preparing the tables accompanying the reply, and in the accuracy sought to be obtained, they have been checked by the experience of Mr. Scott, the traffic manager of the South Western Railway, and every care taken to avoid misstatements.

The Chamber has adopted the assumed saving of 10 hours on the sea voyage, but on the interview which I trust you will grant to a deputation from this Chamber, we shall, I believe, afford reasons for much doubt as to any such probability, and even, if it were so, that it would be wholly lost on the land.

I am, &c.
(signed) *J. R. Stebbing*,
President.

G. W. Hunt, Esq., M.P.,
Secretary to the Treasury.

— No. 14. —

The Secretary of the Treasury to the Chairman of the Southampton Chamber of Commerce.

Sir, Treasury Chambers, 16 April 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, with reference to the correspondence that has taken place with regard to the selection of a western port for the arrival and departure of the mails for the West Indies, that my Lords having carefully perused the various representations which have been made to them on behalf of the ports of Plymouth, Falmouth, and Dartmouth, and also from the Chamber of Commerce at Southampton against any alterations of existing arrangements which would involve the use of a westerly port for landing the mails, and having given the subject their most attentive consideration, have come to the conclusion that it will be advisable to select Plymouth as the port at which it will be expedient to land the mails from the West Indies; but as regards the port in this country at which the mails for the West Indies should be embarked, my Lords are of opinion that it is not expedient to disturb the arrangements at present in existence, but that they should continue to be sent as heretofore from the port of Southampton.

My Lords, however, in approving of Plymouth as the port for the arrival of the West India mails, wish it to be clearly understood that the arrangement now sanctioned is to be considered as merely provisional, pending the continuance of the present contract with the Royal Mail Steam Packet Company.

At the expiration of such contract they reserve to themselves the right of again having the whole subject under consideration.

The Chairman
of the Chamber of Commerce,
Southampton.

I am, &c.
(signed) *George Ward Hunt.*

Letters similar in substance addressed to the following:

The Chairman of the Chamber of Commerce, Plymouth, and the Chairman of the Chamber of Commerce, Falmouth; the Postmaster General, &c. &c. &c.

— No. 15. —

The President of the Southampton Chamber of Commerce to the Secretary to the Treasury.

Sir, Southampton, 25 April 1867.

I HAVE the honour to acknowledge the receipt of your letter of the 16th inst., intimating that the Lords of Her Majesty's Treasury intended to order the landing of the West India mails in future at Plymouth, instead of at this port, and I have submitted that communication to a special general meeting of this Chamber.

I am instructed to assure you that this announcement has been received with considerable surprise and regret, and believing that the contemplated alteration will not only not accomplish an earlier delivery of mails in the North of England than if landed at Southampton under similar circumstances, but be productive of considerable injury and delay to the postal service of the metropolis, I am induced respectfully to solicit the favour of a reconsideration of the subject, more especially as some time must necessarily elapse before the requisite arrangements could be completed for the change (if it is to be finally so determined), and that this Chamber may be allowed to submit to their Lordships nautical evidence as to the risk and delay of calling at Plymouth, representations to that effect having been already made to the Post Office by the Union Steam Shipping Company now landing the Cape mails at that port.

As I may have erroneously submitted the reply of this Chamber to the Treasury in a printed pamphlet, instead of in a written form, I beg herewith, for greater accuracy, to forward the case of this Chamber in writing.

I have, &c.

G. Ward Hunt, Esq.,
Secretary to the Treasury.

(signed) *J. R. Stebbing,*
President.

— No. 16. —

The Secretary to the Treasury to the President of the Southampton Chamber of Commerce.

Sir, Treasury Chambers, 2 May 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of your letter of 25th ultimo, requesting a reconsideration of the decision of this Board as to the landing in future of the West India Mails at Plymouth instead of Southampton, and I am to acquaint you that the pamphlet which accompanied your former letter, and which is referred to by you, was treated as an official letter, and the statements in it were duly examined and considered. Having arrived at a conclusion in the matter after due consideration, their lordships are not prepared now to depart from it.

I am, &c.

The President of the Chamber of Commerce, Southampton. (signed) *George Ward Hunt.*

PART II.

CORRESPONDENCE between the Treasury, the Board of Trade, the Post Office, the Royal Mail Steam Company, and the Admiralty, in reference to the proposed Change.

— I. —

RETURN FROM THE POST OFFICE.

— No. 1. —

Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 10 May 1866.

I AM directed by the Postmaster General to refer you to your letters of the 10th, 17th, and 30th March 1864,* stating the conditions on which the Royal Mail Steam Packet Company would consent for their West India packets to touch either at Falmouth or Plymouth to embark and disembark mails; and I am to inquire whether the directors are prepared in any way to modify those conditions.

I am, &c.

J. M. Lloyd, Esq. (signed) *J. Tilley.*

* CORRESPONDENCE referred to in Letter No. 1.

(A.)

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 20 February 1864.

THE Postmaster General having received several communications representing the advantages which are offered by the Port of Falmouth as a port for landing, embarking,

and accelerating mails to and from the West Indies, I am directed to request that the directors of the Royal Mail Steam Packet Company will inform his lordship whether they would be willing to allow their packets to call at Falmouth for the delivery and receipt of mails, and if so, whether they would require any extra payment for such service, and, if any, what payment.

I am, &c.

J. M. Lloyd, Esq. (signed) *F. Hill.*

(B.)

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
55, Moorgate-street, London, E.C.

Sir, 10 March 1864.

I HAVE to acknowledge the receipt of your letter of the 20th ultimo (No. 169 P.), in which you state that the Postmaster General has received several communications representing the advantages which are offered by the Port of Falmouth as a port for landing, embarking, and accelerating mails to and from the West Indies, and that his Lordship, therefore, desires to be informed whether the directors of this Company would be willing to allow their packets to call at Falmouth for the delivery and receipt of mails, and if so, whether they would require any extra payment for such service, and, if any, what payment.

I am desired to state in reply, that provided an eligible spot for moorings for the steamers be allotted at Falmouth to the Company, and suitable arrangements be made by the authorities at that port in connexion with the landing and embarkation of passengers, the directors would not object to engage that the West India packets should call at Falmouth on their outward and homeward voyages for the purpose of receiving and delivering the mails; but as considerable expense would be thereby incurred, they would require an additional payment of Three thousand four hundred pounds per annum, and also such an arrangement as regards extra time for the performance of the service between Southampton and the West Indies as may be agreed upon between the Postmaster General and the Company.

I have, &c.

The Secretary of the Post Office. (signed) *J. M. Lloyd,* Secretary.

(C.)

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 12 March 1864.

WITH reference to your letter of the 10th instant, in which you state that the directors of the Royal Mail Steam Packet Company would not object to engage that the West India mail packets should call at Falmouth, both on the outward and homeward voyages, for the purpose of embarking and disembarking the mails, provided extra time (the length of which might be agreed upon hereafter) be allowed for the performance of the voyage between Southampton and the West Indies, I beg to observe that, if the suggested arrangement were adopted, Falmouth would become the port of arrival and departure for the West India mail packets, so far as the Post Office was concerned.

Instead, therefore, of allowing extra time for the voyages between Southampton and Colon, Tampico, Demerara, and Tobago respectively, it would be necessary to agree upon a reduction of time, in consideration of the voyages beginning and ending at Falmouth, in lieu of Southampton; and I have to request that you will inform me what number of hours the directors would be willing to deduct in each case from the time at present fixed by the fifth clause of the contract.

I am, &c.,

J. M. Lloyd, Esq. (signed) *F. Hill.*

(D.)

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
No. 55, Moorgate-street, London, E.C.,
17 March 1864.

Sir,

With reference to your letter of the 12th instant (No. 169 P.), in reply to mine of the 10th idem, in which you observe that if the suggested arrangement regarding Falmouth were adopted, that port would become the port of arrival and departure for the West India mail packets, so far as the Post Office was concerned; and that, consequently, instead of allowing extra time for the voyages between Southampton and Colon, Tampico, Demerara and Tobago respectively, it would be necessary to agree upon a reduction of time in consideration of the voyages beginning and ending at Falmouth in lieu of Southampton, and request therefore to be informed what number of hours the directors would be willing to deduct in each case from the time at present fixed by the fifth clause of the contract,—I am desired to state that in consideration of the time occupied in the performance of the various portions of the service, counting from and to Falmouth, instead of Southampton, the directors would agree to a reduction of 11 hours in the time now allowed for the voyage between Southampton and Colon, Tampico, Demerara, and Tobago respectively.

I am further to state that as it is considered advisable that as little alteration as possible should take place in the time of arrival and departure of the vessels at and from the different termini in the West Indies, the directors propose that the Atlantic ships should be enabled to start from Falmouth on the morning of the 3rd and 18th of each month, as soon as possible after their arrival there from Southampton; and that with that object they should leave Southampton a few hours earlier than they do at present, say at noon (or soon after the arrival of the train leaving London at 8 a.m.) on the 2nd and 17th of each month.

As it is likewise of great importance that the ship on the Colon route which conveys the mail leaving England on the 2nd of the month for the Isthmus of Panama, should not reach Colon later than the time now specified in the table, the directors would propose that the Company should have the option of calling at Jacmel once a month each way, instead of twice a month as at present, should such alteration be found necessary to insure a connection with the steamers from Panama for the North Pacific and British Columbia.

The Company assume that, with reference to the 10th clause of the contract, Southampton will still be considered the point of departure.

I have, &c.,
(signed) *J. M. Lloyd*,
Secretary.

The Secretary, Post Office.

(E.)

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir,

General Post Office, 22 March 1864.

With reference to your letter of the 17th instant, and to previous correspondence respecting the call of the West India mail packets at Falmouth, to land and embark mails, I have now to request that you will acquaint me, for the information of the Postmaster General, whether the directors of the Royal Mail Steam Packet Company would be also willing that their packet should call for the same purpose either at Plymouth or Dartmouth, what extra payment they would require, and what reduction of time they would agree to in each case.

I request that you will further state the conditions, both as to time and payment, upon which the directors would undertake that the Brazil packets should call at Falmouth, giving the same information as respects Plymouth and Dartmouth.

I am, &c.
(signed) *F. Hill.*

J. M. Lloyd, Esq.

(F.)

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company, 55, Moorgate-street,
London, E.C., 30 March 1864.

Sir,

In reply to your letter of the 22nd instant (No. 4447), referring to mine of the 17th idem, and to previous correspondence respecting the call of the West India mail packets at Falmouth, to land and embark mails, and requesting that you may be acquainted whether the directors of this Company would be also willing that their packets should call for the same purpose either at Plymouth or Dartmouth, what extra payment they would

would require, and what reduction of time they would agree to in each case; I am to state that, in the opinion of the directors, the harbour of Dartmouth is not well adapted for a port of call for vessels of the size now employed in the performance of the West India packet service, and consequently they do not think it desirable that those vessels should call there; but as regards Plymouth, if an eligible spot be provided for moorings for the steamers, the directors would not object to engage that the West India packets should call there on the outward and homeward voyages, for the purpose of receiving and delivering the mails, such arrangements being made for the performance of the service between Southampton and the West Indies as may be agreed upon between the Postmaster General and the Company; the directors having the option of performing the Jacmel service monthly instead of fortnightly, as at present, should such alteration be found necessary to ensure a connection with the steamers from Panama for the North Pacific and British Columbia; and with reference to the 10th clause of the contract, Southampton being still considered the point of departure, I am also to add that, in consideration of the time occupied in the performance of the various portions of the service, counting from and to Plymouth instead of Southampton, the directors would agree to a reduction of eight hours in the time now allowed for the voyage between Southampton and Colon, Tampico, Demerara, and Tobago respectively, and the extra payment they would require would be 3,400 *l.* per annum.

With reference to the last paragraph of your letter, in which you request that you may be informed of the conditions, both as to time and payment, upon which the directors would undertake that the Brazil packets should call at Falmouth, Plymouth, or Dartmouth, I am to state that, as the course of those packets in leaving or entering the English Channel is very different from that of the West India steamers, and the voyage of the former would therefore be considerably prolonged by calling at either of the ports in question, and the time allowed at Rio de Janeiro, which is now barely sufficient, would be thereby curtailed, the directors would recommend that no alteration should take place as regards the Brazil service, but that the ships should proceed from Southampton to Lisbon and *vice versâ* direct, as at present.

I have, &c.

The Secretary, Post Office. (signed) *J. M. Lloyd,* Secretary.

— No. 2. —

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
55, Moorgate-street, London, E.C.,
16 May 1866.

Sir,

I AM desired to acknowledge the receipt of your letter of the 10th instant, No. 513 R., inquiring whether the directors are prepared in any way to modify the conditions on which they stated in their letters of the 10th, 17th, and 30th March 1864, that the Company would consent to the West India packets touching either at Falmouth or Plymouth to embark and disembark mails; and in reply I am to state that the conditions set forth in the letters referred to, seem to the directors to be only such as the proposed alteration in the service requires, and the additional sum of 3,400 *l.* is the actual expense which they consider would be incurred by calling at either of the ports alluded to; but if the Postmaster-General thinks any of the conditions in question might be modified, the directors will be glad to give the fullest consideration to any suggestion that may be offered to them.

I have, &c.

The Secretary of the Post Office. (signed) *J. M. Lloyd,* Secretary.

— No. 3. —

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 23 May 1866.

WITH reference to the last portion of your letter dated the 16th instant, I am to request that you will state to the directors of the Royal Mail Steam Packet Company, that the Postmaster General has received fresh applications to allow the

the West India packets to embark and disembark mails at Plymouth; that his Lordship desires to comply with these applications, if the alteration can be made without additional expense; and that he wishes, therefore, to know whether the directors would still require an extra payment of 3,400 *l.*

I am, &c.

J. M. Lloyd, Esq. (signed) *F. Hill.*

— No. 4. —

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
No. 55, Moorgate-street, London, E.C.

Sir, 31 May 1866.

Having laid before the directors of this company your letter of the 23rd instant (559 R.), intimating that the Postmaster General has received fresh applications to allow the West India packets to embark and disembark mails at Plymouth; that his Lordship desires to comply with those applications, if the alteration can be made without additional expense, and that he wishes, therefore, to know whether the directors would still require an extra payment of 3,400 *l.* I am desired to state, in reply, that with every desire to meet his Lordship's wishes, the directors think they would not be justified in incurring, without an additional payment, the expense of 3,400 *l.*, which, as stated in my letter, would be the actual cost of calling at the ports therein alluded to; but, as it appears to the directors that the advantages to be derived from calling at Plymouth would be very much greater on the homeward than on the outward voyage, they would be prepared, should it meet his Lordship's views, that the West India packets should call at the above-named port only on the homeward voyage, to materially modify the conditions contained in my letter of the 30th March 1864, as regards additional payment.

I have, &c.

The Secretary of the Post Office. (signed) *J. M. Lloyd,* Secretary.

— No. 5. —

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 8 June 1866.

Referring to your letter of the 31st ultimo, I am directed by the Postmaster General to inquire what additional payment the directors of the Royal Mail Steam Packet Company would require in consideration of the West India packet calling at Plymouth on the homeward voyage.

I am, &c.

J. M. Lloyd, Esq. (signed) *F. Hill.*

— No. 6. —

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
No. 55, Moorgate-street, London, E.C,

Sir, 13 June 1866.

In answer to your letter of the 8th instant (No. 612 R.), inquiring what additional payment the directors of the Royal Mail Steam Packet Company would require, in consideration of the West India packets calling at Plymouth on the homeward

homeward voyage, I am to observe that the expense of calling at Plymouth on the outward and homeward voyages would not in some respects be materially reduced by the vessells calling there only once; but the directors would agree that the steamers should call at Plymouth on the homeward voyage, on the conditions expressed in previous correspondence for an additional payment of 2,000 *l.* per annum.

I have, &c.
(signed) *J. M. Lloyd,*
Secretary.

The Secretary of the
Post Office.

— No. 7. —

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 2 March 1867.

With reference to the correspondence which has taken place on the subject of substituting Plymouth for Southampton as the port of embarkation and disembarkation for the West India mails, I am directed by the Postmaster General to request that you will inform the directors of the Royal Mail Steam Packet Company, that his Grace is desirous of ascertaining whether if the packets sailed from Plymouth at the time at which they now sail from Southampton, the abatement of eight hours to which the directors have stated, the Company would agree from the time allowed under their contract for the conveyance of the mails between this country and the terminal points of the several branch lines served by the Company's packets, would admit of the mails being dispatched from the several terminal points on the return voyage, eight hours earlier than at present, so as to reach this country 16 hours earlier than they would arrive if the present time for leaving those ports were adhered to.

His Grace also wishes to be informed how soon after the arrival of the mail train, which is due at Plymouth at about 12.30 in the afternoon, the outgoing vessel would be able to put to sea, whether it would be practicable for that vessel to embark the mails alongside the quay, or whether it would be necessary that she should be out at some distance in the stream; also on the homeward voyage how much time would be required for landing the mails after the vessel had come to an anchor.

I am to state that the Postmaster General will be glad to receive a reply to these inquiries at the earliest convenience of the directors.

I am, &c.
(signed) *F. Hill.*

J. M. Lloyd, Esq.,
Royal Mail Steam Packet Company.

— No. 8. —

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
No. 55, Moorgate-street,
London, E.C., 13 March 1866.

Sir,

In reply to your letter of the 2nd instant, in which you refer to the correspondence which has taken place on the subject of substituting Plymouth for Southampton as the port of embarkation and disembarkation for the West Indian mails, and state that the Postmaster General is desirous of ascertaining whether, if the packets sailed from Plymouth, at the time at which they now sail from Southampton, the abatement of eight hours from the time allowed under the contract for the conveyance of the mails between this country and the terminal points of the several branch lines, would admit of the mails being dispatched from the several terminal points on the return voyage eight hours earlier than at present.

I am to observe that the time as now arranged for the departure from several points in the West Indies is 8 a.m., and a change by which the departure would be eight hours earlier would make the time for leaving to be during the night, in which

which case, to ensure getting out of port by daylight, it would be necessary to leave the evening before, by which course the stoppage at the points in question would be shorter by several hours than they are at present, and I am to add, that in the case of Colon, to alter the time for leaving to eight hours earlier than, as at present arranged, might, in some instances, be attended with considerable inconvenience, especially in the case of the steamer timed to leave that port on the 23rd of the month, where a very close connection is formed with the steamer from the North Pacific. Under these circumstances the directors would suggest that, in the event of Plymouth being substituted for Southampton as the port of embarkation and disembarkation of the West Indian mails, the time for leaving the different termini should remain as at present.

With reference to your further inquiry as to how soon after the arrival of the mail train due at Plymouth at about 12.30 in the afternoon the outgoing vessel would be able to put to sea, whether it would be practicable for that vessel to embark the mails alongside the quay, also how much time would be required on the homeward voyage for landing the mails after the vessel had come to an anchor, I am to state that, looking to the great size of the vessels employed in the performance of the service, the directors are of opinion that it would not be advisable for them to go alongside the quay to embark the mails, but they would propose that the vessels, both on the outward and homeward voyage, should be in the Sound, and that the mails should be conveyed to and from the shore by a small steamer. As to how soon the outgoing vessel would be able to start after the arrival of the mail train, and how much time would be required for landing the mails after the vessel had come to anchor on the homeward voyage, the directors cannot reply definitely on those points, but, as far as they can judge, the time occupied in both instances would generally be about the same as in the case of the departure from and arrival at the buoy, Southampton, of the Company's vessels. Heavy weather would occasion difficulty in communicating with the ship and the time on such occasions would therefore be prolonged.

I have, &c.

The Secretary of the Post Office, &c. &c. &c.

(signed) *Charles R. Dyer*, *pro* Secretary.

— No. 9. —

Assistant Secretary of Post Office to Secretary of Admiralty.

Sir, General Post Office, 6 April 1867.

I am directed by the Postmaster General to inform you, that being desirous of ascertaining what amount of time would be occupied in embarking and disembarking the West India Mails at Plymouth, in the event of the West India Mail Packets calling there, his Grace caused a communication to be addressed to the Royal Mail Steam Packet Company on the subject.

In reply, the Company state that, looking at the great size of the vessels employed in the performance of the service, they are of opinion that it would not be advisable for the vessels to go alongside the quay to embark and disembark the mails, but that the Company would propose that the vessels, both on the outward and homeward voyage, should lie in the Sound, and that the mails should be conveyed to and from the shore by a small steamer; but as regards the time to be occupied, the Directors state that they cannot reply definitively, and that heavy weather would occasion difficulty in communicating with the ship, and that the time on such occasions would therefore be longer than usual.

As this is a matter of importance, his Grace requests that the Lords Commissioners of the Admiralty will be pleased to favour him with their opinion as to the time which would probably be occupied on the average in embarking and disembarking the mails at Plymouth, and also as to what degree of frequency, and to what extent the punctuality of the service, so far as regards embarkation and disembarkation (each separately) would be liable to interruption by heavy weather.

I am, &c.

W. G. Romaine, Esq., C.B., &c., Admiralty.

(signed) *F. Hill.*

— No. 10. —

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 17 April 1867.

With reference to your letter of the 13th March last, wherein you state that the Directors of the Royal Mail Steam Packet Company propose that, in the event of Plymouth being adopted as the port of embarking and disembarking the West India Mails, the contract mail packets should be in the Sound, and that the mails should be conveyed to and from the shore by a small steamer, I am directed by the Postmaster General to request that the directors will inform him whether the estimated cost of providing such small steamer is included in the sum of 3,400 *l.* named in your letter of the 30th March 1864, as the additional annual payment which the Company would require for calling at Plymouth, both on the outward and homeward voyage, and in the sum of 2,000 *l.* named in your letter of the 13th June last, as the additional payment which would be required for calling at Plymouth on the homeward voyage only; and, if not, what extra payment the Company would require for providing the said steamer.

I am to add that his Grace will be glad to be furnished with the directors' reply to this letter as soon as possible.

I am, &c.
(signed) *F. Hill.*

J. M. Lloyd, Esq.,
Royal Mail Steam Packet Company.

— No. 11. —

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
No. 55, Moorgate-street, London, E.C.

Sir, 17 April 1867.

I have laid before the directors your letter of this date, in which you refer to the Company's proposal, that the West India steamers, if they call at Plymouth, should lie in the Sound, and that the mails should be conveyed to and from the shore by a small steamer, and inquire whether the sums of 3,400 *l.* and 2,000 *l.*, named respectively in my letters of the 30th March 1864 and 13th June last, as additional payments annually required by the Company, include the estimated cost of providing such small steamer.

In reply, I am desired to state, that the sums named included the hire of a small steamer to land and embark the mails which it was contemplated would at the same time convey the passengers.

It may be desirable that I should take this opportunity of reminding you of the condition contained in my letter of the 30th March 1864, having reference to West India packets calling at Plymouth, that an eligible spot should be provided for moorings for the Company's steamers.

I have, &c.
(signed) *J. M. Lloyd,*
Secretary.

The Secretary of the Post Office.

— No. 12. —

Assistant Secretary of Post Office to Secretary of Royal Mail Steam Packet Company.

Sir, General Post Office, 22 April 1867.

I AM directed by the Postmaster General to inform you that Her Majesty's Government have come to the decision that it is expedient that the contract steam vessels employed in conveying the mails between this country and the West Indies should call at Plymouth on the homeward voyage to land their mails, the outward mails continuing to be embarked at Southampton, as at present.

A further communication will shortly be addressed to you on the subject of the moorings for the Royal Mail Steam Packet Company's vessels at Plymouth, to which you have called attention in previous correspondence.

In the meantime I am to request that you will inform his Grace what notice the Company will require before being prepared to commence the new arrangement.

I am, &c.
(signed) *F. Hill.*

To J. M. Lloyd, Esq.,
Royal Mail Steam Packet Company.

— No. 13. —

Assistant Secretary of Post Office to Secretary of Admiralty.

Sir, General Post Office, 23 April 1867.

I AM directed by the Postmaster General to request that you will inform the Lords Commissioners of the Admiralty that the Board of Treasury have decided that it will be advisable to select Plymouth as the port at which it will be expedient to land the mails from the West Indies, the embarkation of the outward mails continuing to take place at Southampton as at present.

This arrangement is to be considered as merely provisional, pending the continuance of the existing contract with the Royal Mail Steam Packet Company.

In communicating their decision to the Postmaster General, the Board have authorised his Grace to make the necessary arrangements with the Royal Mail Steam Packet Company.

In consenting to allow their steamers to call at Plymouth on the homeward voyage, the Company have stipulated that an eligible spot shall be provided for moorings for the steamers at that port.

His Grace is not aware with whom would rest the power to grant the accommodation required by the Company, but assuming, from the proximity of Her Majesty's dockyard, that the Board of Admiralty exercises authority over the anchorages in Plymouth Sound, I am to request that you will move the Lords Commissioners to favour him with their assistance in this matter.

As stated in my letter of the 6th instant, the Royal Mail Company are of opinion that it would not be advisable for the vessels, on account of their great size, to go alongside the quay at Plymouth, but that the vessels should lie in the Sound, and land their mails by means of a small steamer.

I am, &c.
(signed) *F. Hill.*

To W. G. Romaine, Esq., C.B.,
&c. &c. &c.
Admiralty.

— No. 14. —

Secretary of Royal Mail Steam Packet Company to Secretary of Post Office.

Royal Mail Steam Packet Company,
55, Moorgate-street, London, E.C.,
24 April 1867.

Sir,

I AM desired to acknowledge the receipt of your letter of the 22nd instant, (No. 370 S.), in which you inform me that Her Majesty's Government have come to the decision that it is expedient that the contract steam vessels employed in conveying the mails between this country and the West Indies should call at Plymouth on the homeward voyage, to land their mails, and also state that a further communication will shortly be made on the subject of the moorings for the Company's ships at Plymouth, and that, in the meantime, it is wished that his Grace may be informed what notice the Company will require before being prepared to commence the new arrangement.

In reply thereto, I am to state that directly the question of the position for the moorings for the Company's ships, as referred to in my letter of the 17th instant, has been satisfactorily arranged, the directors will be prepared to give the necessary instructions for the new arrangement being begun.

I have, &c.
(signed) *J. M. Lloyd*,
Secretary.

The Secretary of the
Post Office.

— II. —

CORRESPONDENCE between the Treasury, the Board of Trade, the Post Office, and the Admiralty.

— No. 15. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 22 December 1866.

YOUR Lordships are aware that from time to time, application has been made by persons interested in the trade with the West Indies, specially those in some of the northern towns, for a change in the port of embarkation and disembarkation of the West Indian Mails, with a view to a speedier arrival and later despatch of these mails at the towns in question.

Having fully considered this matter, I have to state that the mere change of post would effect but little towards the accomplishment of the desired object; but that if, in addition to that change, the letters were sorted on board ship there would certainly be a considerable addition, at towns much to the north or west of London, in the time now available for replies to West Indian correspondence.

Thus, the average time at Bristol would be increased from 2¼ days to 4 days; at Manchester from 2¼ to 3¼ days; and at Glasgow, where the gain would be most important, from 1¾ to 2¾ days; but that, as regards London and places abroad, which together receive more than three-quarters of the mail, there would be no appreciable benefit, for while the sea voyage would be diminished by eight hours, the land journey would be increased by about five hours, and this in a voyage the average length of which is about 19 days.

The only ports which have been proposed, or could well be suggested, in lieu of Southampton, for the embarkation and disembarkation of the West Indian mails, are Falmouth, Plymouth and Dartmouth.

Dartmouth, the contractors for the packet service consider wholly unfit for the purpose, the harbour not being adapted for ships so large as theirs. Falmouth must also be struck off the list, seeing that, while there would be no

gain

gain in time as compared with Plymouth, the cost of the land service would be greater.

The only port, therefore, which can be considered is Plymouth. If the West India packets were required to call at Plymouth, the contractors would demand an extra payment of 3,400 *l.* a year, while, to make the arrangement effectual, it would be necessary also, as already stated, to have the letters sorted on board ship, which would cause an additional expense of more than 1,700 *l.* a year. A further cost would be incurred in special trains from Plymouth to London, as compared with the cost of special trains from Southampton. These expenses, taken together, make a total of about 5,200 *l.* a year.

Under all the circumstances, I am disposed to recommend the alteration, provided your Lordships do not object to the expense; and I am the more disposed to advise the concession from the consideration of the postage of letters for the West Indies, in contrast with that to our more distant possessions in the east, being as much as a shilling per letter. I think it right, however, to state that, notwithstanding this higher rate of postage, the West Indian service already entails a loss of more than 100,000 *l.* a year.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury.

— No. 16. —

Mr. *G. A. Hamilton* to Sir *J. Emerson Tennent.*

Sir, Treasury Chambers, 19 January 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury, to acquaint you that my Lords have under their consideration the question as to which of the two ports, Falmouth or Plymouth, is the most eligible for landing and embarking the West Indian mails, and I am to request that you will move the Lords of the Committee of Privy Council for Trade, to favour my Lords with their views in the matter, so far as relates to that part of the question which concerns navigation.

I am further to observe that the subject must be treated with reference to the class of steamers now performing the service to and from Southampton, namely those of the Royal Mail Company.

I am, &c.
(signed *Geo. A. Hamilton.*

Sir J. Emerson Tennent.

— No. 17. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 25 January 1867.

WITH reference to the memorial from the Chamber of Commerce at Falmouth, which your Lordships have sent to me for report, I can do little more than repeat what I have already stated, viz.: that the Royal Mail Steam Packet Company do not offer to make a greater difference than three hours in the time of the arrival of their packets at Falmouth as compared with the arrival at Plymouth, and that this difference would be consumed in the conveyance of the mails between the two ports, since it is to Plymouth that the mails must be brought before they can be forwarded to their respective destinations; and while it thus appears that nothing would be gained in time by using Falmouth instead of Plymouth for the embarkation and disembarkation of the West Indian mails, the expense would be greater, since to the other cost would have to be added that of using the railway between the two ports.

As the matter really lies with the Royal Mail Steam Packet Company, so long as the present contract lasts (nearly three years) the only course, in my opinion, open to the memorialists, if they think the advantages of Falmouth have been under-estimated, is to try to convince the Royal Mail Steam Packet

Company that such is the case, and to induce them to offer to strike off much more than three hours from the stipulated time allowed for their voyages, on condition that their packets touch at Falmouth instead of Plymouth.

I return the charts and other documents which your Lordships have forwarded to me.

I have, &c.

The Lords Commissioners of the Treasury.

(signed) *Montrose.*

Enclosure in No. 17.

Extract from

The Shipping Disasters at Falmouth.

The destruction of shipping and loss of life which occurred at Falmouth during the fearful gale on Sunday last, were beyond precedent in the memory of any persons now living in that town. The gale blew from the direct point to which the harbour is most exposed, and as there were not less than 250 vessels in the roads and harbour at the time, the havoc was great among them. A detailed account and list of the casualties is given in our 7th page, it being stated that two vessels sunk, 10 were dismasted, and 12 sustained damages. We are informed, however, and the fact cannot be too widely known, that the whole of these vessels were anchored outside the black buoy, which is the mark laid down by the Trinity Board to denote the line of safe anchorage and deep water. It appears that Captain Tucker, the Queen's harbour-master, has unfortunately been ill and confined to his bed, and that during his illness the pilots, bringing in shipping, have placed them to drop anchor wherever they chose, so as to be the most favourable and easy for themselves when orders were received, and they had to take the vessels out of harbour. Thus it has happened that a large number of vessels have been anchored outside the boundary line, and in many instances a long distance outside the Black Rock, even out to the light-house. The destruction caused on Sunday last was entirely amongst the exposed vessels, whereas those which were anchored within the prescribed limits, rode out the gale in perfect security. Several of the vessels in St. Just Pool had all their yards and royal masts up, and did not lower a single spar. The unfortunate disasters that occurred strongly show how necessary it is that a harbour so much frequented by shipping, should be strictly looked after, and that, in the event of the harbour-master being ill, a deputy should be appointed to attend to his duties.

We remember the wide-spread ruin which, twice in 1824, visited the port of Plymouth, and several minor visitations since that time, which produced sad results both there and at other ports along the coast; but we have always regarded the beautiful lake-like harbour of Falmouth as so perfectly secure that no violent storms from any quarter could produce any serious damage to shipping. In the present instance, it is clear that want of caution and of local arrangements in enforcing proper anchorages for the vessels as they arrive, accumulated numbers in the most exposed part of the harbour, and the unprecedented force of the south-easterly hurricane, was then the cause of disasters, which will no doubt lead the conservators of the port of Falmouth to inquire whether better arrangements cannot be adopted to prevent the recurrence of such a fearful calamity.

We shall probably make further reference to this subject in our next paper. We would, however, take the present opportunity of directing attention to the letter of "A County Magistrate," in another column, who asks how it is that Falmouth is unprovided with a rocket apparatus. Another of our informants states that, in the opinion of nautical men, several of the vessels that cut away their masts, did so unnecessarily; one vessel doing it creating a kind of panic, and causing others to follow the example. He also says that the wreck of the "Marmion," outside the harbour, was due to mismanagement; that during the gale she had her royal masts and royal yards all aloft, and that not a spar had been sent down when she struck; whereas another large ship, within a short distance of her, by cutting away masts, was enabled to ride out the gale, and on Monday was brought into the harbour. We have before remarked that this fearful gale was from the point to which the harbour of Falmouth is most exposed. A south-west gale of equal force would have equally destructive power in Plymouth Harbour.

— No. 18. —

Mr. *C. Cecil Trevor* to the Secretary to the Treasury.

Sir, Board of Trade, Whitehall, 1 February 1867.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 19th January, requesting their opinion, so far as relates to that part

part of the question which concerns navigation, as to which of the ports of Falmouth or Plymouth is the most eligible for landing and embarking the West India mails, by the same class of steamers as now perform the service to and from Southampton ; and, in reply, I am to transmit to you the accompanying joint report by Captains Walker and Bedford, the professional members of this department, and I am to request that in laying this report before the Lords Commissioners of the Treasury you will inform them that this Board concur in the opinion expressed in this report.

I have, &c.

The Secretary, Treasury. (signed) *C. Cecil Trevor.*

Joint Report of Captains *Walker* and *Bedford.*

In a nautical point of view there seems to be no very material difference between Falmouth and Plymouth with reference to the class of steam ships under consideration; each has ample depth of water at all times of the tide ; each is lighted, and each possesses a fog bell at what may be considered their entrance point. Both are used as ports of call by various lines of steamers, as well as for purposes of refuge, and both can be entered or left at all times.

If the West India mail steamers were to make Plymouth their port, it is not likely they would go alongside Mill Bay Pier, but they could generally lie at moorings convenient to it if considerations of discipline did not make it more desirable to keep further away from the shore. The Cape mail ships lie at the inner merchant roadstead, about three-quarters of a mile from the place of embarkation or landing ; and the occasions are very rare when the services of a small steamer are required, the communication being commonly by a sailing boat.

At Falmouth the West India Mail Ships could not at present enter the Tidal Basin, or lie alongside the pier, although when the intended works are completed she could do either; but she could now lie at moorings at about three-quarters of a mile from the landing place in nearly all conditions of wind and weather. There are also, or will be, floating and graving docks capable of receiving the large class of ships, as well as steam factories, where all repairs to vessels, or their machinery, could be executed. At Plymouth all these accessories exist in an ample degree, and so far therefore the two ports seem to be on a par.

Regarding the question as it is affected by the approach to the ports on the homeward voyage, whether Plymouth or Falmouth were the destination, the ship would endeavour to sight the Lizard ; in the latter case this would be a necessity, for she could scarcely venture to haul into the bight in which Falmouth is situated without a certainty that she had passed the head ; as although the Mancale Rocks are now guarded by a bell buoy, and a sector of light has been thrown from St. Anthony Point to keep vessels in the path of safety, yet as these dangers lie six miles from the light and three-quarters of a mile off shore, they are undoubtedly a snare, much in the same relation as Daunt's Rock is to Cork, but in a somewhat greater degree, as in the latter the soundings give more warning. When, however, Falmouth Light is visible, it is considered that there is no difficulty, for although the channel is narrow it is straight; and, provided you are in the channel the depth is ample. It is believed by the local authorities that the light on St. Anthony's Point, together with that on the Breakwater, or pier, are quite sufficient to ensure safety, either to guide into the Tidal Basin, or to moorings; but if there were any doubt of this the straightness of the channel would allow of leading lights being placed at Penarrow Point. There is, certainly, more room to manœuvre in Plymouth Sound than in Falmouth Harbour, so far in as the anchorage.

Falmouth, from its position, under the lee of the Lizard promontory, in respect to the prevalence of westerly gales, has smoother sea than Plymouth, and is therefore more favourably circumstanced for a starting point. Plymouth receives its protection when the wind is to the eastward of south-east, when a heavy sea might be running into Falmouth Bight, but not equal to the ocean swell to which Plymouth lies exposed.

In favour of Plymouth it may be said that under the circumstances when, during thick weather, it might be too great a risk to attempt to make for

Falmouth, the steamer could with greater safety stand on for the former, having the Eddystone as an outlaying warning in her course, and depths gradually decreasing, to assist greatly in indicating the approach to the Sound.

On the other hand, Falmouth has an advantage of 30 miles westing, a distance which, in strong adverse gales, may be reckoned as about six hours against Plymouth. In addition to this, the gale generally breaks first to the westward, making it more favourable for an earlier start from Falmouth. On the average, however, and combining the sea and land routes together from the Lizard to Plymouth, *viâ* Falmouth and to Plymouth direct, the advantage to the former would not much exceed an hour.

Regarding both as ports of call, the starting and ultimate place being, as at present, Southampton, there will be found no actual difference in the distance between a common position off the Start, and one off the Lizard, whether the vessel went to Plymouth or to Falmouth; but looking to the prevalence of south-westerly winds, and to the configuration of the coast, it will be evident that the Falmouth route has the advantage of maintaining a weatherly position, which is a consideration.

On the whole, the conditions of the two ports seem to be so evenly balanced as to make it very difficult to give a positive advantage to one over the other, and we believe the comparative eligibility must be decided by other considerations besides those which are purely nautical.

— No. 19. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord Duke, Treasury Chambers, 5 February 1867.

With reference to previous correspondence, I am directed by the Lords Commissioners of Her Majesty's Treasury, to transmit herewith, for your Grace's information, copy of a letter from the Board of Trade, dated 1st instant, together with copy of its enclosed report by Captain Walker and Captain Bedford on the subject of the relative merits of Falmouth and Plymouth as ports for embarking and landing the West Indian mails.

I am, &c.

The Postmaster General, (signed) *Geo. A. Hamilton.*
&c. &c. &c.

— No. 20. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 23 March 1867.

I have received the further Memorial from the Chamber of Commerce at Falmouth, which your Lordships referred to me for report on the 12th instant, showing cause against the objections which are entertained to a selection of Falmouth as a port for the embarkation and disembarkation of the West India mails.

Having perused this memorial, I can only repeat in effect what I have already stated in reply to similar applications, viz., that, although the memorialists assume that as much as 18 hours would be saved in the sea passage by the packets sailing to and from Falmouth instead of Southampton, the Royal Mail Steam Packet Company (with whom the decision necessarily rests) do not offer to make a greater reduction than 11 hours in the time of the arrival of their packets at Falmouth, as compared with Southampton; nor a greater difference than three hours in the time of the arrival at Falmouth as compared with Plymouth.

Further, that the question of the time which would probably be occupied in the land journey from Falmouth to Plymouth if the mails were landed at the former port, has been well considered, and that, taking into account that the Cornwall Railway is a single line, the Department has satisfied itself that three hours would certainly be required for the performance of this part of the service.

Therefore,

Therefore, on the score of time, there is obviously nothing to be gained by selecting Falmouth in preference to Plymouth.

Again, if the West India mails were landed at Falmouth, the Department would have to incur an expense (which it would not incur in the case of Plymouth) in conveying the mails over the Cornwall Railway; and whether the cost of this service be great or small, it would be over and above the cost of calling at Plymouth.

With reference to the statement of the memorialists, that there is reason to believe that, in the event of the West India mails being landed and embarked at Falmouth, the Royal Mail Steam Packet Company would be so satisfied with the facilities afforded by that port, that they would speedily remove their entire establishment to Falmouth, I would remark that I have no reason to concur in this belief.

The papers above referred to, are returned herewith.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury.

— No. 21. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke, Treasury Chambers, 26 March 1867.

With reference to previous correspondence, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for your Grace's information, a pamphlet submitted by the President and Directors of the Southampton Chamber of Commerce relative to the selection of a port for landing and embarking the West India mails; and I am to state that on receiving your report thereon, my Lords will be prepared to come to a decision on the whole question.

I am, &c.
(signed) *George Ward Hunt.*

The Postmaster General,
&c. &c. &c.

— No. 22. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 12 April 1867.

I have had the honour to receive your Lordships' letter of the 26th ultimo, transmitting to me, for my information, a pamphlet submitted by the President and Directors of the Southampton Chamber of Commerce relative to the selection of a port for landing and embarking the West India mails, and stating that, on receiving my report thereon, your Lordships would be prepared to come to a decision on the whole question.

With reference to this question, I have to inform your Lordships that, previously to receiving your letter above quoted, I found it necessary to cause the various and complex calculations which had been made by this office on the basis of the actual performances of the West India packets in 1863 to be gone through afresh, owing to the discovery, in the course of some correspondence with the Royal Mail Steam Packet Company (a copy of whose letter is enclosed), of the fact that the saving of time on the outward voyage (8 hours), which would be effected in the sea passage by the packets sailing from Plymouth instead of from Southampton, would not admit of an earlier despatch of the homeward packets from the West Indies, and could not, therefore, be taken into account as tending in any way to accelerate the arrival of the return mails.

From these fresh calculations, which have necessarily occupied much time, the following results have been arrived at:—

1*st*. *As regards the retention of Southampton as the West India packet port.*

A. The actual average interval for replies in 1863 (the mails being then, as now, sorted in London, and all other circumstances being the same) was, as already reported to your Lordships, at

Bristol - - - - -	55 hours
Manchester - - - -	56 „
Glasgow - - - -	41 „

B. Assuming that the mails had been sorted on board the packets, and that the mails for Bristol (but those only) had been sent *viâ* Basingstoke, whenever advantage would have followed the use of that route, the average interval would have been, at—

Bristol - - - - -	69 hours.
Manchester - - - -	61 „
Glasgow - - - -	50 „

and there is no reason to suppose that what would have been the case in 1863 is different from what would now be the result of making the same change, viz., sorting on board.

In the foregoing paragraph, I have referred to the use of the Basingstoke route for the mails for Bristol only, because I find that, as regards Glasgow, the addition to the interval for reply to be obtained by using that route would be so small as not to be appreciable, and that, as respects Manchester, no addition at all would be made.

2. *As regards the substitution of Plymouth for Southampton as the West India packet port.*

Assuming, as in the case of Southampton, that the mails were sorted on board, but that the packets called at Plymouth on the homeward voyage, the average interval would have been, at —

Bristol - - - - -	82 hours.
Manchester - - - -	65 „
Glasgow - - - -	57 „

and the only addition to these intervals that would have been made by the packets calling at Plymouth on the outward voyage would be five hours at Bristol, where, even without such an arrangement, the interval would be large.

It thus appears that, by sorting on board, everything else remaining as at present, there would be a gain at Bristol of 14 hours, at Manchester of 5 hours, and at Glasgow of 9 hours; and that the further gains by the packets calling at Plymouth on the homeward voyage would be only 13 hours in the case of Bristol, 4 hours in that of Manchester, and 7 hours in that of Glasgow; to which gains, with the exception of the 5 hours already mentioned in the case of Bristol, nothing would be added by the packets calling at Plymouth outwards as well as inwards.

Another way of stating the difference between Plymouth and Southampton as the port of arrival (so far, at least, as Glasgow is concerned), is this, that the calculations show that, probably while, with sorting on board, if Southampton be retained as the port, there would, on eight occasions in the year, be an earlier delivery at Glasgow of 23 hours, by using Plymouth as the port of arrival, an earlier delivery to the same extent would be obtained on 15 occasions.

As regards the advantage to be obtained by the packets calling at Plymouth on the homeward voyage, it may be necessary to make a considerable subtraction, owing to the delay referred to in the letter from the Company, when the weather is boisterous.

On this point I have applied for information to the Admiralty, but I have not yet received it; and understanding that your Lordships are desirous of having my report speedily, I have not further delayed my communication on that account.

While

While it will be seen, by what I have stated, that the benefit that would result from the packets calling at Plymouth at all would be but small, except in some instances, I cannot agree in the statement made in the "Reply" of the Southampton Chamber of Commerce to the effect that by such a change there would be no benefit, but the reverse. There can be no doubt that under it the mails would, as a rule, arrive at the towns in question, and at most other places somewhat earlier than if they continued to be disembarked at Southampton; the discrepancy between our calculations and those of the Chamber of Commerce at Southampton, arising probably from the fact that special trains, of which that body would not be likely to take account, would, under certain circumstances, be used in conveying the mails on a portion of the road northward from Plymouth.

On the whole, therefore, I do not consider there would be any gain in making the outward mails to call at Plymouth, but that it would be desirable to make a trial of the mails being landed at Plymouth, on their return.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

Enclosure in No. 22.

Royal Mail Steam Packet Company,
No. 35, Moorgate-street, London, E.C., 13 March 1867.

Sir,

In reply to your letter of the 2nd instant, in which you refer to the correspondence which has taken place on the subject of substituting Plymouth for Southampton as the port of embarkation and disembarkation for the West Indian mails, and state that the Postmaster General is desirous of ascertaining whether, if the packets sailed from Plymouth at the time at which they now sail from Southampton, the abatement of eight hours, from the time allowed under the contract, for the conveyance of the mails between this country and the terminal points of the several branch lines, would admit of the mails being dispatched from the several terminal points on the return voyage eight hours earlier than at present.

I am to observe that the time, as now arranged, for the departure from several points in the West Indies, is 8 a.m., and a change by which the departure would be eight hours, earlier, would make the time for leaving to be during the night, in which case, to insure getting out of port by daylight, it would be necessary to leave the evening before, by which course the stoppage at the points in question would be shorter, by several hours than they are at present; and I am to add that, in the case of Colon, to alter the time for leaving to eight hours earlier than as at present arranged, might in some instances be attended with considerable inconvenience, especially in the case of the steamer timed to leave that port on the 23rd of the month, where a very close connection is formed with the steamer from the North Pacific. Under these circumstances, the directors would suggest that, in the event of Plymouth being substituted for Southampton as the port of embarkation and disembarkation of the West Indian mails, the time for leaving the different termini should remain as at present.

With reference to your further inquiry as to how soon after the arrival of the mail train due at Plymouth at about 12·30 in the afternoon, the outgoing vessel would be able to put to sea, whether it would be practicable for that vessel to embark the mails alongside the quay; also, how much time would be required on the homeward voyage for landing the mails after the vessel had come to an anchor; I am to state that, looking to the great size of the vessels employed in the performance of the service, the directors are of opinion that it would not be advisable for them to go alongside the quay to embark the mails; but they would propose that the vessels both on the outward and homeward voyage should be in the Sound, and that the mails should be conveyed to and from the shore by a small steamer. As to how soon the outgoing vessel would be able to start after the arrival of the mail train, and how much time would be required for landing the mails, after the vessel had come to anchor on the homeward voyage, the directors cannot reply definitely on those points; but, as far as they can judge, the time occupied in both instances would generally be about the same as in the case of the departure from and arrival at the buoy, Southampton, of the Company's vessels. Heavy weather would occasion difficulty in communicating with the ship, and the time on such occasions would, therefore, be prolonged.

I have, &c.
(signed) *Charles R. Dyer*, pro Secretary.

The Secretary of the Post Office,
&c. &c. &c.

— No. 23. —

The Secretary of the Admiralty to Admiral Sir *W. F. Martin*, Bart., K.C.B.

Sir Admiralty, 8 April 1867.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you the enclosed copy of a letter from the Post Office on the subject of a proposal for the West India mail packets to call at Plymouth for the purpose of embarking and disembarking the mails; and I am to signify their Lordships' direction to you to report your opinion as to the average time which would be occupied in the performance of that service by means of a small steamer, stating the extent to which it would probably be liable to interruption by heavy weather.

I am, &c.
(signed) *H. G. Lennox.*

Admiral Sir W. F. Martin, Bart., K.C.B.
&c. &c. &c.
Devonport.

— No. 24. —

The Secretary of the Admiralty to the Secretary of the Post Office.

Sir, Admiralty, 13 April 1867.

WITH reference to your letter of the 6th instant, requesting the opinion of the Lords Commissioners of the Admiralty as to the time which would be occupied, on the average, in embarking and disembarking the West India mails at Plymouth, I am commanded by their Lordships to request you will state to the Postmaster General that they are not in a position to give any definite opinion, as they are not aware whether it is in contemplation to land and embark the whole, or a portion only of the mails; but presuming that a suitable small steamer is kept in readiness for the service, and the packet does not arrive at night or in thick weather, the operation of trans-shipping a mail, of say 50 packages or boxes, and conveying them to or from the shore and the packet, should not occupy more than two hours under ordinary circumstances of weather.

This appears to my Lords to be the least time that could be sufficient on the packets taking up the most favourable positions inside the breakwater, and all preliminary arrangements being made for carrying out the operation expeditiously. The embarkation is generally found to involve additional time from causes inseparable from the final departure of a ship for sea.

I am, &c.
The Secretary of the Post Office. (signed) *W. G. Romaine.*

P.S.—A copy of a report from the Naval Commander in Chief at Devonpor on the subject is enclosed.

— No. 25. —

Admiral Sir *W. F. Martin*, Bart., K.C.B., to the Secretary of the Admiralty.

(Relative to West India Mail Packets calling at Plymouth.)

Sir, "Royal Adelaide," in Hamoaze, 10 April 1867.

IN reply to your letter of the 8th instant (S.), enclosing a copy of a letter from the Post Office on the subject of a proposal for the West India mail packets to call at Plymouth, I have the honour to state for the information of the Lords Commissioners of the Admiralty that, in my opinion, if proper local arrangements be made, no other delay should be occasioned by the packets calling at Plymouth, than that of taking them from their channel course to Plymouth Sound. This delay may be considered as equivalent to adding 20 miles to the length of the voyage.

2. The hour at which the packet will arrive from Southampton may be known by telegraph at Plymouth, and the day after arrival from the West Indies may be

be anticipated with almost equal certainty. To meet the homeward and the outward bound packets, a small steamer or boat should be within the breakwater ready to receive or deliver the mails, which, except on very unusual occasions, may be accomplished without the packet being required to anchor.

3. Any interruption from weather when the packet is within the breakwater would be so rare, that it may be disregarded in considering the subject.

I have, &c.
(signed) *W. F. Martin*,
Admiral, and Commander in Chief.

The Secretary of the Admiralty.

— No. 26. —

The Secretary of the Admiralty to the Secretary of the Post Office.

Sir, Admiralty, 17 April 1867.

With reference to my letter of the 13th instant, as to the proposal for the West India mail packets to call at Plymouth to land and embark mails, I am commanded by my Lords Commissioners of the Admiralty to request you will lay before the Postmaster General the enclosed copy of a communication which has been addressed to the Admiral Commanding at Devonport by the local agent of the Union Steam Ship Company, by which it appears that, during the space of 15 years he has never been prevented from embarking and disembarking the mails of that Company and those of the West African Company in Plymouth Sound.

I am, &c.
(signed) *W. G. Romaine.*

The Secretary of the Post Office.

Enclosure in No 26.

(West India Mail Packets calling at Plymouth.)

Sir, "Royal Adelaide," in Hamoaze, 15 April 1867.

With reference to my letter of the 10th instant, No. 568, on the above subject, I request you will be pleased to inform the Lords Commissioners of the Admiralty that upon receipt of your letter I requested the agent at this port of the Cape Mail Company to inform me if he had ever found it impracticable to land or embark the mails; but finding he was ill in London, I did not wait for his reply, as the enclosure to your letter was marked "Immediate."

2. I now beg to enclose Mr. Waring's letter, by which it will be seen that during the 15 years he has been agent to the West African and Cape Mail Company, he has never been prevented by weather from embarking or disembarking the mails.

I have, &c.
(signed) *W. F. Martin*, Admiral.

The Secretary of the Admiralty.

Sub-Enclosure in No. 26.

Sir, The Wharf, Millbay, Plymouth, 13 April 1867.

In reply to your letter received at my office some days since, and which should have had my attention ere this but for my absence in London, I beg to inform you that I have been agent at this port for the West African and Cape mail steamers for the last 15 years, and have never had the least difficulty in embarking or disembarking the mail bags in the Sound under any circumstances, and this service has been carried out by open boats. With reference to the West India mails, which are heavy, a tug steamer would be employed for the work; the steamers could embark the mails in the Sound without letting go the anchor, for, on receipt of a telegram from Southampton, the tug could, at the appointed time, meet the mail steamer in the Sound, and the delay would be a mere nothing. And on the homeward voyage, as these ships are generally to the day, the tug could meet them in the Sound, and the mails taken out at once. All this I have been in the habit of doing monthly, for 15 years, without the slightest delay to the mail packet or the mails, and should be most happy to conduct the business for the West India mail packets in the same way. If there is any other point on which I can give you any information, if you will let me know, I shall be most happy to tender it.

I am, &c.
(signed) *Henry J. Waring*,
Agent for the Cape Mail Company.

Admiral Sir W. F. Martin, K.C.B.,
Commander in Chief.

— No. 27. —

The Secretary of the Admiralty to the Admiral Superintendent, Devonport.

Admiralty, 24 April 1867.

It being in contemplation for the packets from the West Indies to land the mails at Plymouth instead of Southampton, as at present, you are to call on the Queen's Harbour Master to report where would be the most convenient position in the Sound to lay down moorings for the packets, if moorings be considered necessary, accompanying his report by an estimate of the expense.

By Command of their Lordships,

Admiral Superintendent, Devonport. (signed) *W. G. Romaine.*

— No. 28. —

The Secretary of the Admiralty to the Secretary of the Post Office.

Sir, Admiralty, 6 May 1867.

With reference to your letter of the 23rd ultimo, as to the decision of the Board of Treasury, that it will be advisable to select Plymouth as the port at which it will be expedient to land the mails from the West Indies, the embarkation of the outward mails continuing to take place at Southampton as at present, and requesting to be informed whether moorings can be laid down for the packets at that port, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Postmaster General, that moorings can be appropriated for the West India steamers in Jenny Cliff Bay, Plymouth Sound, at an expense of 529 *l.* I am, however, at the same time to state that their Lordships do not consider that the expense of providing these moorings could be charged to Naval Votes.

I am, &c.

The Secretary of the Post Office. (signed) *W. G. Romaine.*

— No. 29. —

The Queen's Harbour Master to the Admiral Superintendent, Devonport.

(Moorings for the West India Packets in Plymouth Sound.)

Queen's Harbour Master's Office,

Sir, 26 April 1867.

In obedience to your order on Admiralty letter (S.), of 24th instant, I beg to report that it would be most inconvenient to lay down moorings in the Sound for the West India mail packets.

The anchoring ground allotted to men-of-war is very limited, and no space can be spared there for them; and in the part where merchant vessels anchor they would be very much in the way, and constantly liable to be fouled.

There is a set of moorings in Jenny Cliff Bay belonging to the Government, which were laid down for an hospital ship in 1863; these may be made available for them; their present bridles would require to be removed, and a strong pendant substituted, with a first class iron trunk buoy; the West India mail steamers could lay there with plenty of room to swing, in the smoothest and safest part of the Sound.

I have, &c.

The Admiral Superintendent, Devonport Dockyard. (signed) *J. R. Rylen,* Queen's Harbour Master.

— No. 30. —

The Admiral Superintendent, Devonport, to the Lords Commissioners of the Admiralty.

Devonport Yard, 2 May 1867.

I BEG to report that the estimated expense of the alterations that would be necessary to render these moorings efficient for the use of the West India mail packets, is 529 *l.*

(signed) *J. K. Martyn*, Master Attendant.

Devonport Yard, 3 May 1867.

SUBMITTED for the information of the Lords Commissioners of the Admiralty, with reference to your letter of 24th ultimo (S).

(signed) *J. R. Drummond,*
Admiral Superintendent.

COPIES of MEMORIALS addressed to the Treasury from the Ports of *Plymouth*, *Falmouth*, *Dartmouth*, and *Southampton*, and from other Places, respecting the REMOVAL of the WEST INDIAN MAILS from *Southampton*; with REPLIES thereto; and, of CORRESPONDENCE between the Treasury, the Board of Trade, the Post Office, the Royal Mail Steam Company, and the Admiralty, in reference to the proposed Change.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
24 *May* 1867.

[*Price* 9*d.*]

316.

Under 8 *oz.*

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons, dated 30 July 1866;—*for*,

RETURNS "of the Number of Surveyors, Inspectors, Postmasters, Postmasters' Clerks, Stampers, Sorters, Letter Carriers, Rural Messengers, and other Persons employed in the Service of the POST OFFICE in the UNITED KINGDOM on SUNDAYS; showing how many of these are employed wholly or partly in the Despatch of Letters to be delivered on Monday or afterwards:"

"Of the Number of POST OFFICES in the UNITED KINGDOM which are OPEN to the PUBLIC on SUNDAYS; showing generally the Number of Hours during which they are so Open:"

"Of the Names of all POST TOWNS in the UNITED KINGDOM where there is a DELIVERY of LETTERS on SUNDAY; showing the Number of Letters delivered Weekly in each of such Post Towns:"

"Of the Names of all POST TOWNS in the UNITED KINGDOM (irrespective of *London* and its Suburbs) where there is NO DELIVERY of LETTERS on SUNDAY; showing the Number of Letters delivered Weekly in each of such Post Towns:"

"Of the Number of Rural Post Messengers that work on Sundays, delivering Letters over the same Extent of District as on Week Days:"

"Of the Number of Rural Post Messengers that do not work on Sundays:"

"Of the Number of Rural Post Messengers who work on Sundays but do not deliver over so great an Extent of District as on Week Days:"

"And, of the Names of all POST TOWNS where there is a Delivery of Letters by Letter Carriers on Sunday, and where, in consequence of Individual Requests, Letters are kept over till the Monday's Delivery; together with the Number in each case of such Requests."

General Post Office,
29th July 1867.

JOHN TILLEY,
Secretary.

(*Mr. Thomas Chambers.*)

Ordered, by The House of Commons, *to be Printed*,
15 *August* 1867.

PART I.

RETURN of the Number of Surveyors, Inspectors, Postmasters, Postmasters' Clerks, Stampers, Sorters, Letter Carriers, Rural Messengers, and other Persons employed in the Service of the POST OFFICE in the UNITED KINGDOM on SUNDAYS; showing how many of these are employed wholly or partly in the Despatch of Letters to be delivered on Monday, or afterwards.

	Surveyors.	Inspectors.	Postmasters.	Clerks.	Stampers and Sorters.	Letter Carriers.	Rural Messengers.	Sub-Postmasters or Receivers.	Other Persons.*
Total number employed on Sundays	–	31	758	1,054	877	3,762	2,911	8,852	2,716
Number of the above who are employed wholly or partly in the despatch of letters to be delivered on Monday, or afterwards	–	10	689	861	697	840	2,762	6,436	1,604

* Chiefly mail guards, mail cart drivers, and assistants at the smaller country offices.

PART II.

RETURN of the Number of POST OFFICES in the UNITED KINGDOM which are OPEN to the PUBLIC on SUNDAYS; showing generally the Number of Hours during which they are Open.

	Head Offices.			Sub-Offices and Receiving Offices.		
	Number of Offices.	Number of Hours during which the Offices are usually Open.	Number of Offices not Open.	Number of Offices.	Number of Hours during which the Offices are usually Open.	Number of Offices not Open.
England and Wales	554	From 7 to 10 a.m.	11	6,172	From 7 to 10 a.m.	1,582
Scotland	113	From 8 to 10 a.m.	3	1,032	From 8 to 10 a.m.	159
Ireland	133	From 7 to 10 a.m.	–	1,482	From 7 to 10 a.m.	40
TOTAL	800		14	8,687		1,781

PART III.

RETURN of the Names of all POST TOWNS in the UNITED KINGDOM where there is a DELIVERY of LETTERS on SUNDAY; showing the Number of Letters delivered Weekly in each such Post Towns.

ENGLAND AND WALES.

POST TOWNS.	Number of Letters delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters delivered Weekly in each Post Town.
Aberdare	7,913	Attleborough	884	Berkeley	2,114
Abergavenny	4,822	Axminster	1,158	Berkhempstead	2,949
Aberystwith	6,230	Aylesbury	5,745	Berwick	6,713
Abingdon	6,564			Beverley	4,703
Accrington	6,392	Bakewell	2,101	Bewdley	2,395
Acklington	53	Baldock	1,800	Bicester	1,978
Alford	1,895	Banbury	9,145	Bideford	5,375
Alfreton	2,862	Bangor	9,305	Biggleswade	3,900
Alnwick	5,887	Barnet	9,684	Bilston	8,191
Alresford	1,491	Barnsley	7,978	Birkenhead	36,725
Alton	3,405	Barnstaple	7,701	Birmingham	251,265
Amersham	1,355	Basingstoke	4,080	Bishops Stortford	4,281
Ampthill	1,734	Bath	52,188	Blackburn	20,263
Andover	4,188	Battle	1,370	Blandford	4,771
Arundel	3,406	Bawtry	2,110	Bletchley Station	391
Ashbourne	3,341	Beccles	2,369	Bodmin	3,056
Ashby-de-la-Zouch	4,247	Bedale	2,122	Bognor	4,005
Ashford, Kent	6,780	Bedford	12,489	Bolton	27,374
Ashton-under-Lyne	13,507	Belford	537	Boston	13,562
Atherstone	5,205	Belper	4,487	Bourne	2,246

Part III.—NAMES of all Post Towns in the United Kingdom where there is a Delivery of Letters on Sunday, &c.—*continued.*

ENGLAND AND WALES—*continued.*

POST TOWNS.	Number of Letters delivered Weekly in each Post Town.
Bournemouth	6,647
Brackley	1,368
Bracknell	739
Bradford-on-Avon	3,280
Bradford, Yorkshire	80,685
Braintree	4,123
Brandon, Suffolk	2,042
Brecon	4,500
Brentwood	6,150
Bridgend	2,996
Bridgenorth	12,644
Bridgewater	10,710
Bridport	6,478
Brierly Hill	5,231
Brigg	2,029
Brighouse	4,138
Brighton	114,077
Bristol	147,715
Briton Ferry	2,260
Broadway	1,048
Bromley	4,462
Bromsgrove	3,160
Brough	246
Buckingham	3,571
Bungay	2,036
Buntingford	1,392
Burnley	10,537
Burton-on-Trent	29,708
Burton, Westmoreland	750
Bury, Lancashire	17,193
Bury St. Edmund's	11,478
Buxton	6,444
Caistor	975
Calne	2,609
Cambridge	30,000
Camelford	140
Canterbury	15,812
Cardiff	39,589
Cardigan	2,451
Carlisle	19,437
Carmarthen	6,856
Carnarvon	7,712
Catterick	318
Chard	2,468
Chatham	20,990
*Chathill	This Head Office is at a Railway Station to which no town delivery is attached; all correspondence being for the rural posts.
Chelmsford	11,286
Cheltenham	49,005
Chepstow	2,500
Chertsey	2,941
Chester	28,746
Chesterfield	6,115
Chichester	8,633
Chippenham	4,045
Chipping Norton	2,447
Chipping Sodbury	647
Chorley	4,004
Christchurch	2,383
Cirencester	5,999
Clevedon	5,100
Cobham	397
Cockermouth	4,160
Colchester	16,391
Coleford	2,129
Colne	3,269
Congleton	4,289
Conway	1,550
Corwen	6,613
Coventry	18,492
Cowbridge	2,834
Cowes, Isle of Wight	5,241
Crawley	1,788
Crewe	6,846
Crewkerne	2,309
Crickhowell	1,619
Cricklade	757
Croydon	26,255
Cuckfield	2,238
Cullompton	1,730
Darlington	16,159
Dartford	3,217
Dartmouth	4,222
Daventry	2,684
Dawlish	2,948
Deal	5,339
Derby	52,742
Dereham	3,052
Devizes	6,893
Devonport	23,927
Dewsbury	9,296
Diss	2,780
Doncaster	10,967
Dorchester	5,730
Dorking	7,837
Douglas, Isle of Man	7,818
Dover	23,905
Downham	2,096
Driffield	2,865
Droitwich	3,442
Dudley	11,459
Dunstable	2,697
Durham	15,874
Dursley	1,662
Easingwold	1,025
Eastbourne	8,486
East Grinstead	2,061
Eccleshall	942
Edenbridge	1,280
Ely	3,439
Emsworth	1,509
Enfield	3,248
Enstone	107
Epping	2,133
Epsom	4,230
Esher	1,512
Evesham	3,665
Exeter	45,176
Eye	2,065
Fakenham	2,790
Falmouth	10,616
Fareham	4,043
*Farnborough Station	This Head Office is at a Railway Station to which no town delivery is attached; all correspondence being for the rural posts.
Farnham	4,706
Faringdon	1,753
*Fence Houses	This Head Office is at a Railway Station to which no town delivery is attached; all correspondence being for the rural posts.
*Ferry Hill	200
Feversham	4,486
Flint	1,327
Folkestone	9,939
Folkingham	387
Frome	8,926
Gainsborough	4,246
*Gateshead	15,019
Gloucester	25,117
Godalming	3,374
Gosport	7,909
Grantham	8,106
Gravesend	13,956
Grimsby	13,520
Guildford	7,420
Halesworth	2,303
Halifax	29,909
Halstead	2,321
Harleston	1,927
Harlow	1,293
Harrogate	9,704
Hartlepool	8,542
Harwich	3,529
Hastings	33,503
Hatfield	2,736
Havant	1,740
Haverfordwest	3,940
Hayle	4,074
Hemel Hempstead	3,069
Henley-on-Thames	4,955
Hereford	18,222
Hertford	6,344
*Hexham	4,803
Higham Ferrars	710
High Wycombe	4,991
Hinckley	2,283
Hitchin	4,721
Hoddesdon	2,117
Holbeach	1,485
Holyhead	3,195
Holywell	6,124
Honiton	2,048
Horncastle	5,391
Horndean	503
Horsham	3,402
Hounslow	7,627
Howden	1,750
Huddersfield	37,305
Hull	77,442
Hungerford	2,602
Huntingdon	3,627
Hurst Green	499
Hurstpierpoint	1,169
Hythe	2,719
Ilfracombe	3,604
Ilminster	1,820
Ingatestone	687
Ipswich	32,381
*Ivy Bridge	1,065
*Jersey	13,835
Keighley	5,268
Kelvedon	1,020
Kendal	11,607
Kenilworth	2,753
Kettering	3,324
Kidderminster	10,102
Kidwelly	786
Kingsbridge	3,121
Kingston-on-Thames	19,614
Kington	1,902
Kirton Lindsey	1,065
Knaresborough	3,905
Knutsford	2,397
Lancaster	11,468
Launceston	1,800
Leamington	23,479
Leatherhead	2,352
Ledbury	2,909
Leeds	108,121
Leicester	52,701
Leighton Buzzard	3,684
Leominster	3,943
Lewes	9,384
Lichfield	5,192
Lincoln	20,102
Liphook	713
Liskeard	3,933
Liverpool	403,628
Llanelly	7,260
Llangollen	1,656
Long Stratton	360
Lostwithiel	1,643
Loughborough	6,426
Louth	5,529
Lowestoft	8,735
Ludlow	3,703
Luton	8,060
Lutterworth	1,803

* Letters are delivered in these Post Towns, on Sunday, to callers at at the office window only, the letter carriers making no house to house delivery on that day.

Part III.—NAMES of all Post Towns in the United Kingdom where there is a Delivery of Letters on Sunday, &c.—*continued.*

ENGLAND AND WALES—*continued.*

POST TOWNS.	Number of Letters delivered Weekly in each Post Town.
Lydney	1,338
Lyme	1,970
Lymington	3,394
Lynn	11,279
Macclesfield	10,035
Maidenhead	5,534
Maidstone	16,307
Maldon	6,805
Malmesbury	1,688
Malton	4,728
Malvern	16,559
Manchester	374,475
Manningtree	2,046
Mansfield	6,452
March	2,438
Margate	12,814
Market Deeping	1,006
Market Drayton	2,485
Market Harboro'	2,800
Market Rosen	1,790
Marlborough	5,784
Marlow	2,448
Maryport	3,998
Matlock Bath	1,214
Melksham	2,574
Melton Mowbray	3,020
Merthyr Tydvil	7,007
Micheldever Station	This Head Office is at a Railway Station, to which no town delivery is attached; all correspondence being for the rural posts.
Middlesborough	12,233
Middlewich	1,618
Midhurst	1,570
Milford Haven	2,332
Milnthorpe	130
Monmouth	3,487
Moreton-in-Marsh	1,354
Morpeth	3,059
Nantwich	3,465
Narbeth	997
Neath	7,649
Needham Market	851
Newark	8,469
Newbury	6,013
Newcastle-on-Tyne	102,500
Newcastle-under-Lyme	6,340
Newmarket	5,246
Newnham	1,696
Newport, Monmouth	37,223
Newport, Isle of Wight	9,573
Newport, Shropshire	3,111
Newport Pagnel	2,812
Newton Abbot	4,620
*Newton in Cartmel	107
Newton-le-Willows	1,913
Newtown, Montgomery	3,539
*Normanton	1,419
Northallerton	2,331
Northampton	40,992
North Shields	12,331
Northwich	5,954
Norwich	54,603
Nottingham	50,789
Nuneaton	2,055
Oakham	1,674
Oldham	22,771
Ormskirk	2,572
Oswestry	6,997
Otley	2,811
Oundle	2,433
Oxford	41,948
Pembroke	2,254
Pembroke Dock	7,138
Penrith	8,849
Penryn	2,113
Penzance	8,974
Pershore	1,949
Peterborough	12,857
Petersfield	1,989
Petworth	2,710
Plymouth	26,890
Plympton	1,144
Pontefract	3,344
Pontypool	3,000
Pontypridd	6,563
Poole	5,738
Portsmouth	56,854
Prescot	2,310
Preston	36,000
Preston Brook	510
Pwllheli	2,436
Ramsgate	15,236
Reading	31,606
Redcar	3,351
Red Hill	4,422
Redruth	7,329
Reigate	4,173
Retford	6,424
Rhayader	1,704
Rhyl	4,539
Richmond, York	4,583
Ringwood	2,585
Ripon	6,787
Rochdale	28,452
Rochester	7,725
Romford	5,097
Romsey	3,418
Ross, Herefordshire	6,484
Rotherham	10,134
Royston	5,292
*Ruabon	3,607
Rugby	9,934
Rugeley	4,068
Ryde, Isle of Wight	13,222
Rye	3,502
Saffron Walden	3,504
St. Alban's	5,484
St. Austell	3,330
St. Clears	420
St. Helens	11,344
St. Ives, Hunts	4,430
St. Neots	3,933
Salisbury	16,751
Sandbach	2,412
Sandwich	1,797
Sawbridgeworth	1,254
Saxmundham	1,680
Scarborough	24,080
Scole	380
Selby	5,137
Settle	1,656
Sevenoaks	3,163
Sheerness	9,344
Sheffield	86,377
Shepton Mallet	3,193
Sherborne	6,015
Shiffnall	1,820
Shipston-on-Stour	1,984
Shoreham	2,269
Shrewsbury	19,523
Sidmouth	3,182
Sittingbourne	2,753
Skipton	3,691
Sleaford	3,064
Slough	6,277
Soham	1,391
Southampton	48,286
Southall	1,261
Southend	3,357
Southport	21,898
South Shields	11,221
Southwell	1,539
Spalding	5,296
Spilsby	1,350
Stafford	8,789
Staines	3,564
Staleybridge	5,300
Stamford	10,481
Staplehurst	1,875
Stevenage	943
Stockport	16,788
Stockton-on-Tees	13,539
Stoke-upon-Trent	24,707
Stone	4,559
Stoneham	173
Stonehouse	1,400
Stoney Stratford	2,186
Stourbridge	8,676
Stourport	3,000
Stowmarket	3,232
Stratford-on-Avon	4,021
Stroud	5,145
Sudbury	3,022
Sunderland	35,132
Swaffham	4,109
Swansea	18,219
Swindon	11,058
Tadcaster	1,050
Taibach	1,047
Tamworth	4,414
Tarporley	920
Taunton	17,686
Tavistock	4,925
Teignmouth	6,867
Tenbury	1,071
Tenby	3,791
Tetbury	1,636
Tewkesbury	3,986
Thame	2,176
Thetford	4,357
Thirsk	2,953
Thrapstone	1,486
Tipton	9,304
Tiverton	5,485
Todmorden	2,498
Torquay	23,386
Totnes	5,086
Towcester	2,254
Tredegar	1,973
Tring	1,700
Trowbridge	5,258
Truro	9,758
Tunbridge	5,587
Tunbridge Wells	21,058
Uckfield	1,320
*Ulceby	359
Ulverstone	4,949
Uppingham	1,948
Uxbridge	5,720
Ventnor	5,749
Wakefield	20,515
Wallingford	2,485
Walsall	17,255
Waltham Cross	3,594
Wangford	436
Wansford	1,022
Wantage	2,559
Ware	4,047
Wareham	2,871
Warminster	5,895
Warrington	12,936
Warwick	7,428
Watford	5,427
Wednesbury	8,984
Weedon	1,456
Welchpool	4,529
Wellingborough	4,189
Wellington, Shropshire	3,658
Wellington, Somersetshire.	2,604
Wells, Norfolk	1,900
Wells, Somerset	5,123
Welwyn	1,489
West Bromwich	12,481
Westbury	1,509
West Hartlepool	11,716
Weston-super-Mare	15,903
Weybridge Station	697

* Letters are delivered in these Post Towns, on Sunday, to callers at the office window only; the letter carriers making no house to house delivery on that day.

Part III.—NAMES of all Post Towns in the United Kingdom where there is a Delivery of Letters on Sunday, &c.—*continued.*

ENGLAND AND WALES—*continued.*

POST TOWNS.	Number of Letters delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters delivered Weekly in each Post Town.
Weymouth	13,387	Wirksworth	2,863	Worksop	6,276
Whitby	8,818	Wisbeach	6,984	Worthing	8,782
Whitchurch, Shropshire	3,356	Witham	2,584	Wotton-under-Edge	2,373
Whitehaven	10,210	Witney	3,218	Wragby	357
Wickham Market	741	Woburn	1,495	Wrexham	9,603
Wigan	15,987	Wokingham	3,123	Wymondham	1,257
Wigton	4,668	Woking Station	841		
Wimborne	5,530	Wolverhampton	52,239		
Winchester	12,474	Woodford Green	4,936	Yarm	1,351
Winchfield	89	Woodbridge	7,379	Yarmouth, Norfolk	20,304
Windermere	4,657	Woodstock	1,931	Yeovil	5,232
Windsor	19,482	Worcester	29,507	York	36,191
Winslow	1,626	Workington	4,232		

SCOTLAND.

POST TOWNS.	Number of Letters delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters delivered Weekly in each Post Town.
*Aberdeen	42,145	*Ecclefecham	564	Lerwick	2,635
*Aberfeldy	865	*Edinburgh	185,294	*Leven	3,149
*Airdrie	2,647	*Elgin	6,596	*Lochalsh	473
*Alloa	3,354			*Lochgilphead	1,658
Annan	2,137	*Falkirk	5,103	Lockerby	1,102
*Arbroath	8,033	Fochabers	1,082		
*Ardersier	331	*Fordoun	147		
*Ardgay	561	*Forfar	5,095	Markinch	1,248
*Ardrossan	3,072	*Forres	3,720	Maybole	1,695
*Auchterarder	1,337	*Fort William	1,574	*Meigle	209
*Ayr	11,951			*Melrose	2,060
*Ayton	1,764	*Galashiels	5,673	*Moffat	5,000
		*Girvan	2,204	*Montrose	8,667
*Banff	3,365	*Glasgow	256,351	*Motherwell	3,024
Beauly	650	*Golspie	891		
*Beith	1,644	*Greenock	25,601	*Nairn	2,529
*Biggar	1,317			Newburgh	1,199
*Blair-Athol	461	Haddington	2,858	*Newton-Stuart	3,706
*Blairgowrie	2,189	*Hamilton	5,198		
*Brechin	4,697	Hawick	7,599	*Oban	2,140
*Bridge of Allan	2,872	Huntly	2,488		
Bridge of Earn	1,035			*Paisley	17,066
*Broadford	637	*Inverary	576	*Perth	16,855
*Burntisland	2,587	*Insch	488	*Pitlochry	863
		*Inverness	15,141	*Port Glasgow	4,085
*Castle Douglas	2,471	Irvine	4,843	*Portree	1,740
*Cockburnspath	159			Prestonkirk	1,261
Coldstream	1,384	Jedburgh	3,180		
*Craigellachie	349			*St. Andrews	6,010
*Crieff	2,343	*Keith	2,208	*Saltcoats	1,626
*Coupar-Angus	1,590	Keith Hall	1,669	*Selkirk	3,138
*Coupar-Fife	463	Kelso	5,859	*Stirling	11,513
		*Kilmarnock	8,426	*Stonehaven	2,539
*Denny	1,236	*Kingussie	1,227	*Stornoway	1,075
*Dingwall	2,502	*Kinross	1,413	*Stranraer	4,588
*Dumfries	12,311	Kirkcaldy	7,831		
*Dunbar	2,726	*Kirriemuir	2,176	*Tain	1,668
*Dunblane	1,038	*Kirkwall	2,227	*Thornhill	1,766
*Dundee	42,831			*Thurso	2,556
*Dunfermline	7,705	*Ladybank	275		
*Dunkeld	664	*Lanark	2,568	*Wick	3,765
Dunse	3,024	*Laurencekirk	964		

* Letters are delivered in these Post Towns, on Sunday, to callers at the office window only, the letter carriers making no house to house delivery on that day.

Part III.—NAMES of all Post Towns in the United Kingdom where there is a Delivery of Letters on Sunday, &c.—*continued.*

IRELAND.

POST TOWNS.	Number of Letters Delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters Delivered Weekly in each Post Town.	POST TOWNS.	Number of Letters Delivered Weekly in each Post Town.
Abbeyleix	1,201	Drogheda	6,886	Moy	833
Antrim	2,088	Dublin	238,372	Mullingar	2,639
Arklow	1,291	Dundalk	6,810		
Armagh	7,021	Dungannon	2,940	Naas	1,980
Athenry	478	Dungarvan	2,196	Navan	2,682
Athlone	3,858			Nenagh	3,186
Athy	1,937	Edgeworthstown	220	Newbridge (Kildare)	2,827
		Enfield	265	New Ross	2,350
Bagnalstown	1,312	Ennis	5,602	Newry	10,101
Ballina (Mayo)	2,831	Enniscorthy	3,778	*Newtownards	1,657
Ballinasloe	1,548	Enniskillen	3,984	Newtownlimavady	1,943
Ballisodare	282	Ennistimon	723	Newtownstewart (Tyr)	574
Ballyglass	79				
*Ballymena	6,014	Fermoy	5,698	Omagh	4,942
*Ballymoney	2,650	Ferns	329	Oranmore	341
Ballymote	675	Foxford	488	Ovoca	629
Ballyragget	279	Frenchpark	512		
Banagher	1,369				
Banbridge	3,575	Galway	6,832	*Pallasgreen	251
Bandon	4,042	Gorey	2,038	Parsonstown	2,353
Bantry	1,410	Greystones	627	Piltown	718
*Belfast	77,678			Portadown	3,089
Belturbet	1,142	Hollymount	543	Portarlington	1,924
Borris-in-Ossory	381			Queenstown	8,326
Boyle	1,795	Kells (Meath)	2,016		
Bray	5,158	Kilcock	393	Rathdrum	596
Buttevant	1,342	Kildare	619	Roscommon	2,501
		Kilkenny	877	Roscrea	2,077
Cahir	1,848	Killarney	2,912		
Callan	822	Killucan	645	Skibbereen	1,921
Carlow	5,279	Kilmallock	3,079	Sligo	8,949
Carrickfergus	2,055	Kilrush	1,861	Strabane	3,797
Carrickmacross	1,540	Kingstown	13,124	Swinford	624
Carrick-on-Shannon	1,820	Kinsale	1,648		
Carrick-on-Suir	2,604			Tallow	961
Cashel	1,430	Larne	1,858	Templemore	2,366
Castlebar	2,325	Limerick	27,178	Thomastown	642
Castleblayney	1,933	Lisburn	2,490	Thurles	1,926
Castledawson	201	Longford	2,562	Tipperary	3,093
Castlerea	1,656	Loughrea	1,322	Tralee	5,717
Cavan	2,560	Lurgan	6,157	Tuam	2,063
Charleville	1,479	*Letter Kenny	1,797	Tullamore	1,614
Clones	1,390				
Clonmel	12,617	Magherafelt	1,242	Virginia	763
Coleraine	4,028	Mallow	3,053		
Cork	48,496	Maryborough	1,648	Waterford	16,623
*Curragh Camp	6,049	Middleton	1,574	Westport	1,728
		Moate	1,375	Wexford	5,482
Derry	24,445	Monaghan	6,801	Wicklow	2,005
Donegal	2,088	Monasterevan	793		
Down	2,815	Mountrath	924	Youghal	2,220

PART IV.

RETURN of the Names of all POST TOWNS in the UNITED KINGDOM (irrespective of *London* and its Suburbs) where there is NO DELIVERY of LETTERS on SUNDAY; showing the Number of Letters Delivered Weekly in each of such Post Towns.

	POST TOWNS.	Number of Letters Delivered Weekly in each Post Town.
ENGLAND AND WALES	Guernsey (St. Peter's Port)	6,800
	Tetsworth	254
SCOTLAND	Campbeltown	3,986
	Ellon	818
	Fraserburgh	2,539
	Lairg	386
	Lochmaddy	112
	Mintlaw	139
	Peterhead	5,705
	Rothesay	3,436
	Turriff	2,150
IRELAND	Nil	Nil.

* Letters are delivered in these Post Towns, on Sunday, to callers at the office window only, the letter carriers making no house to house delivery on that Day.

PART V.

RETURN of the Number of RURAL POST MESSENGERS that work on SUNDAYS delivering Letters over the same extent of District as on Week Days; Of the Number of Rural Post Messengers that do not work on Sundays; Of the Number of Rural Post Messengers who work on Sundays, but do not deliver over so great an extent of District as on Week Days.

	Number of Rural Post Messengers that work on Sundays delivering Letters over the same extent of District as on Week Days. *	Number of Rural Post Messengers that do not work on Sundays.	Number of Rural Post Messengers who work on Sundays but do not deliver over so great an extent of District as on Week Days.
UNITED KINGDOM	2,301	3,074	610
ENGLAND	1,634	2,056	474
SCOTLAND	88	759	111
IRELAND	579	259	25

* Although these rural messengers deliver letters on Sunday "over the same extent of district as on week days" their actual work on Sunday is in most cases less than on other days, inasmuch as they make only one delivery on Sunday, and, as a rule, start earlier on the return journey, so as to admit of their attending public worship.

PART VI.

RETURN of the Names of all POST TOWNS where there is a Delivery of LETTERS by LETTER CARRIERS on SUNDAY, and where, in consequence of Individual Requests, Letters are kept over till the Monday's Delivery; together with the Number in each Case of such Requests.

ENGLAND AND WALES.

POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.
Abergavenny	3	Bletchley Station	1	Carmarthen	5
Aberystwith	170	Bodmin	11	Carnarvon	75
Accrington	4	Bolton	55	Chard	1
Alfreton	11	Boston	8	Chatham	1,300
Alnwick	9	Bourne	50	Chelmsford	5
Alresford	2	Bournemouth	1	Cheltenham	883
Alton	4	Bracknell	2	Chepstow	721
Ampthill	1	Bradford-on-Avon	1	Chertsey	3
Ashbourne	3	Bradford, Yorkshire	15	Chester	167
Ashby-de-la-Zouch	1	Braintree	68	Chesterfield	12
Ashford, Kent	3	Brandon, Suffolk	1	Chichester	10
Ashton-under-Lyne	45	Brecon	2	Chippenham	4
Atherstone	1	Brentwood	3	Chipping Sodbury	2
Axminster	1	Bridgewater	13	Chorley	42
Aylesbury	16	Bridport	27	Clevedon	6
		Brierley Hill	72	Cobham	2
Banbury	5	Brigg	12	Cockermouth	7
Barnet	20	Brighouse	1	Colchester	102
Barnsley	200	Brighton	174	Coleford	137
Barnstaple	5	Bristol	2,418	Colne	9
Basingstoke	2	Bromley	8	Congleton	4
Bath	425	Bromsgrove	3	Coventry	7,513
Battle	2	Buckingham	1	Cowes, Isle of Wight	4
Bawtry	4	Bungay	20	Crawley	25
Beccles	6	Buntingford	3	Crewe	11
Bedale	3	Burnley	29	Crickhowell	6
Bedford	10	Burton-on-Trent	1,176	Cricklade	3
Belford	2	Burton, Westmoreland	12	Croydon	35
Belper	32	Bury, Lancashire	25		
Berwick	14	Bury, St. Edmunds	221	Darlington	29
Beverley	40			Dartmouth	3
Bideford	5	Caistor	6	Deal	8
Bilston	1	Calne	30	Derby	5,422
Birkenhead	2,582	Cambridge	247	Devizes	36
Birmingham	7,089	Camelford	1	Devonport	35
Bishop's Stortford	3	Canterbury	1,719	Dewsbury	93
Blackburn	200	Cardiff	25	Doncaster	5
Blandford	3	Carlisle	25	Dorchester	11

PART VI.—NAMES of all Post Towns where there is a Delivery of Letters by Letter Carriers on Sunday,

ENGLAND AND WALES—*continued.*

POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.
Dorking	2	Leicester	55	Portsmouth	503
Dover	23	Leighton Buzzard	4	Preston	15
Downham	100	Leominster	5		
Driffield	12	Lewes	1	Ramsgate	122
Dudley	12	Lichfield	3	Reading	416
Dunstable	44	Lincoln	19	Redcar	5
Durham	9	Liphook	2	Red Hill	4
Dursley	6	Liskeard	1	Redruth	35
		Liverpool	27,596	Reigate	12
Easingwold	1	Llangollen	2	Retford	89
Eastbourne	5	Long Strattan	21	Rhyl	3
East Grinstead	12	Loughborough	4	Richmond (York)	7
Edenbridge	2	Louth	175	Ripon	35
Emsworth	6	Lowestoft	68	Rochdale	4,056
Enfield	18	Ludlow	1	Rochester	713
Epping	1	Luton	8	Romford	1
Epsom	1,407	Lydney	2	Rotherham	20
Esher	4	Lymington	1	Royston	1
Evesham	1	Lynn	4	Rugby	16
Exeter	2,554			Rugeley	2
		Macclesfield	13	Ryde, Isle of Wight	8
Falmouth	24	Maidenhead	5	St. Alban's	48
Fareham	126	Maidstone	129	St. Austell	48
Farnham	8	Maldon	9	St. Clears	6
Faringdon	9	Malton	1	St. Helen's	9
Feversham	2	Malvern	227	St. Ives, Huntingdonshire	2
Folkestone	3	Manchester	9,504	St. Neot's	1
Frome	30	Manningtree	2	Salisbury	5
		Mansfield	75	Saxmundham	6
Gainsborough	6	Margate	114	Scarborough	12
Gloucester	153	Market Deeping	3	Selby	7
Gosport	347	Market Harboro'	4	Settle	2
Grantham	36	Market Rasen	15	Sevenoaks	4
Gravesend	4,704	Marlborough	3	Sheffield	2,634
Grimsby	2	Marlow	1	Sherbourne	10
Guildford	7	Maryport	12	Shipston-on-Stour	7
		Matlock, Bath	11	Shoreham	150
Halesworth	1	Melksham	18	Shrewsbury	25
Halifax	120	Melton Mowbray	13	Sidmouth	1
Halstead	19	Merther Tydvil	4	Sittingbourne	35
Harleston	7	Micheldever Station	1	Skipton	2
Harrowgate	45	Middlesborough	62	Sleaford	1
Hartlepool	14	Middlewich	3	Slough	8
Hastings	970	Midhurst	2	Southampton	55
Hatfield	1	Milford Haven	8	Southall	1
Havant	7	Milnthorpe	1	Southport	309
Hayle	3	Monmouth	1	South Shields	37
Hemel Hempstead	24			Southwell	3
Henley-on-Thames	1	Nantwich	60	Spalding	64
Hereford	5	Narberth	1	Spilsby	1
Higham Ferrars	7	Newark	21	Stafford	2
High Wycombe	11	Newcastle-under-Lyne	4,200	Staines	1
Hinckley	3	Newmarket	3	Stapelhurst	4
Hitchen	2	Newport (Monmouth)	2	Stevenage	7
Hoddesdon	1	Newport, Isle of Wight	120	Stockport	19
Holbeach	1	Newport Pagnell	1	Stockton-on-Tees	6
Holywell	4	Newton Abbot	34	Stoke-upon-Trent	27
Horncastle	32	Newton-in-Cartinel	4	Stone	2
Horndean	1	Newton-le-Willows	1	Stonehouse	1
Horsham	1	Northallerton	7	Stourbridge	10
Hounslow	4	Northampton	353	Stourport	25
Huddersfield	2,464	North Shields	29	Stowmarket	363
Hull	1,250	Northwich	30	Stratford-on-Avon	2
Hungerford	93	Norwich	130	Stroud	49
Huntingdon	5	Nottingham	158	Sudbury	390
Hurst Green	1			Sunderland	142
Hythe	1	Oakham	4	Swansea	2
		Oldham	6	Swindon	6
Ilfracombe	3	Ormskirk	9		
Ipswich	45	Oswestry	198	Tadcaster	19
		Otley	2	Tamworth	4
Keighley	4	Oundle	3	Tarporley	5
Kendal	19	Oxford	9	Taunton	21
Kenilworth	10			Tavistock	20
Kettering	5			Teignmouth	25
Kidderminster	9	Penrith	16	Tenbury	1
Kingsbridge	1	Penryn	8	Tenby	1
Kingston-on-Thames	57	Penzance	32	Tewkesbury	7
Kirton Lindsey	2	Pershore	2	Thirsk	3
Knaresborough	2	Peterborough	12	Tipton	41
Knutsford	1	Petersfield	1	Tiverton	20
		Plymouth	21	Todmorden	53
Lancaster	11	Plympton	4	Torquay	90
Launceston	4	Pontefract	387	Totnes	3
Leamington	599	Pontypool	3	Towcester	1
Leatherhead	2	Pontypridd	13	Tredegar	2
Leeds	1,305	Poole	3	Tring	10

and where, in consequence of Individual Requests, Letters are kept over till Monday—*continued.*

ENGLAND AND WALES—*continued.*

POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.
Trowbridge	12	Warwick	31	Winchester	12
Truro	17	Watford	7	Windermere	3
Tunbridge	6	Wednesbury	23	Windsor	1
Tunbridge Wells	55	Welchpool	1	Winslow	3
		Wellingboro	1	Wirksworth	1
Uckfield	1	Wellington, Shropshire	12	Witney	20
Ulverstone	17	Wellington, Somersetshire	1	Wolverhampton	282
Uxbridge	7	Wells, Somerset	361	Woodbridge	8
		Welwyn	1	Worcester	602
Ventnor	90	West Bromwich	36	Workington	1
		Westbury	6	Worksop	5
Wakefield	22	West Hartlepool	49	Wrexham	20
Wallingford	1	Weston-super-Mare	100	Wokingham	5
Walsall	40	Weymouth	5	Woking Station	2
Waltham Cross	47	Whitby	2		
Wantage	1	Whitchurch, Shropshire	3	Yarm	2
Ware	4	Wigan	6	Yarmouth, Norfolk	48
Warminster	4	Wigton	3	Yeovil	4
Warrington	25	Wimborne	35	York	274

SCOTLAND.

POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.
Annan	2	Huntly	22	Lockerby	3
Ardrossan	1				
Ayton	1	Jedburgh	1	Markinch	3
				Maybole	10
Bridge of Earn	2	Keith Hall	106		
		Kelso	23	Newburgh	6
Fochabers	1	Kirkcaldy	24		
				Oban	3
Haddington	1	Laurencekirk	1		
Hawick	8	Lerwick	10	Prestonkirk	1

IRELAND.

POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.	POST TOWNS.	Number of Requests for Detention of Letters.
Arklow	7	Donegal	3	Lurgan	28
Armagh	5	Down	3		
Athlone	1	Dublin	501	Moy	13
		Dundalk	2		
Ballinasloe	1			Navan	1
Bandon	5	Enniscorthy	2	Newry	2
Boyle	1	Enniskillen	1		
Bray	1			Portadown	14
		Greystones	1		
Cahir	1			Roscrea	2
Carlow	3	Kingstown	5		
Carrickfergus	1	Kinsale	1	Waterford	2
Cashel	1			Wexford	26
Cavan	1	Lisburn	51		
Coleraine	48	Longford	1	Youghal	4

POST OFFICE.

RETURNS of the Number of Surveyors, Inspectors, Postmasters, Postmasters' Clerks, Stampers, Sorters, Letter Carriers, Rural Messengers, and other Persons employed in the Service of the POST OFFICE in the UNITED KINGDOM on SUNDAYS; showing how many of these are employed wholly or partly in the dispatch of Letters to be delivered on Monday or Afterwards; of the Number of POST OFFICES in the UNITED KINGDOM which are OPEN to the PUBLIC on SUNDAYS; &c.

(*Mr. Thomas Chambers.*)

Ordered, by The House of Commons, *to be Printed,*
15 *August* 1867.

549.

Under 2 oz.

POST OFFICE SAVINGS BANKS.

AN ACCOUNT of all DEPOSITS Received and Paid under the Authority of the Act 24 Vict. c. 14, during the Year ended 31st December 1866, and of the EXPENSES incurred from the Commencement of Business, on 16th September 1861, to 31st December 1866, together with a STATEMENT of the TOTAL AMOUNT due at the Close of the Year 1866 to all Depositors.

AN ACCOUNT of the SUMS Received and Paid by the Commissioners for the Reduction of the National Debt on account of the FUND for the POST OFFICE SAVINGS BANKS, per Act 24 Vict. c. 14, from 1st January 1866 to 31st December 1866, both inclusive.

(Presented pursuant to Act 24 *Vict. c.* 14, *ss.* 9 *and* 12.)

Ordered, by The House of Commons, *to be Printed,*
29 *March* 1867.

POST OFFICE SAVINGS BANKS.

AN ACCOUNT of all DEPOSITS Received and Paid under the Authority of the Act 24 Viet. c. 14, during the Year ended 31st December 1866, and of the EXPENSES incurred from the Commencement of Business, on 16th September 1861, to 31st December 1866, together with a STATEMENT of the TOTAL AMOUNT due at the Close of the Year 1866 to all Depositors.

(A.)

ACCOUNT of all DEPOSITS Received and Paid from 1st January to 31st December 1866.

	£.	s.	d.		£.	s.	d.	£.	s.	d.
Balance brought forward	6,526,400	4	1	By Repayments from 1st January to 31st December 1866, viz.:						
To Cash received from Depositors from 1st January to 31st December 1866	4,400,657	6	8	Cash paid	2,959,619	13	6			
				Warrants issued, but not cashed at date	15,434	19	7			
	10,927,057	10	9					2,975,054	13	1
To Interest thereon up to 31st December 1866, computed according to 7th and 8th sections of the above-cited Act, and added to the Principal Money of the said Depositors	169,172	–	4	Balance due at the close of the year 1866 to all Depositors, inclusive of Interest to 31st December 1866				8,121,174	18	–*
£.	11,096,229	11	1	£.				11,096,229	11	1

(B.)

EXPLANATION of BALANCE.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Balance due at the close of the year to all Depositors							8,121,174	18	–
Moneys remitted to the Commissioners for the Reduction of the National Debt, from 16th September 1861 to 31st December 1865				6,203,690	7	10			
Ditto – – – – ditto – – – – from 1st January to 31st December 1866				1,403,710	15	1			
				7,607,401	2	11			
Deduct:—									
Amount transferred from Post Office Savings Banks, and which has been written off the account of Post Office Savings Banks at the National Debt Office, during the Period from 16th September 1861 to 31st December 1865	6,908	19	3						
Ditto – – – – ditto – – during the year ended 31st December 1866	1,710	4	2						
				8,619	3	5			
Net Amount lodged with the Commissioners for the Reduction of the National Debt for investment				7,598,781	19	6			
Add:—									
Interest accruing to Depositors up to 31st December 1866, including the Interest which accrued up to 31st December 1865				479,927	17	1			
Amount advanced on account of Charges of Management, not recovered until after 31st December 1866	16,673	9	10						
Balance remaining on 31st December 1866 to be paid over for investment	25,791	11	7						
				42,465	1	5			
							8,121,174	18	–

(C.)

ACCOUNT of CHARGES of MANAGEMENT and of EXPENSES incurred for POST OFFICE SAVINGS BANKS, from their Establishment on the 16th September 1861 to the 31st December 1866.

	£.	s.	d.
Charges and Expenses for the period from 16th September 1861 to the 31st December 1865	141,375	1	2
Charges and Expenses for the year ended 31st December 1866	59,451	2	1
£.	200,826	3	3†

* The sum standing to the credit of the Post Office Savings Banks Fund on the 31st Dec. 1866 at the National Debt Office was £. 8,231,176 19 4
And on the same day there was in the hands of the Postmaster General a Balance of – – – – – – – – 25,791 11 7

Making in all – – – £. 8,256,968 10 11

To meet a liability of – – – £. 8,121,174 18 –

† Of this Sum, which includes the Allowances to Postmasters, Letter Receivers, and others, for conducting Savings Bank Business, 184,152*l.* 13*s.* 5*d.* was recovered from the Commissioners for the Reduction of the National Debt prior to 31st December 1866, and 16,673 *l.* 9*s.* 10*d.* has since been recovered from the Commissioners.

General Post Office, March 1867.

Montrose,
Postmaster General.

Geo. Chetwynd,
Receiver and Accountant General.

A. Christie Thomson,
Assistant Controller of Post Office Savings Banks.

POST OFFICE SAVINGS BANKS.

AN ACCOUNT of the Sums Received and Paid by the Commissioners for the Reduction of the National Debt on Account of the Fund for the Post Office Savings Banks, per Act 24 Vict. c. 14, from 1 January 1866 to 31 December 1866, both inclusive.

	Sums Received. £. s. d.		Sums Paid. £. s. d.
To Balance in the Bank of England, 1st January 1866	7,141 5 1	By Cash transferred from Post Office Savings Banks to Savings Banks, by depositors, under the authority of the 10th clause of the Act 24 Vict. c. 14	1,710 4 2
To Amount transferred from Savings Banks to Post Office Savings Banks, by depositors, under the authority of the 10th clause of the Act 24 Vict. c 14	263,710 15 1	By Amount applied to the Purchase of the following Securities, viz.:	
		£. 223,320 14 3 Consolidated Three per Cents	193,820 13 8
To Cash paid in by the Postmaster General during the Year	1,140,000 – –	328,277 5 4 New Three per Cents	281,656 3 –
To Dividends and Interest on the several Securities held for the Post Office Savings Banks during the Year	304,160 – –	48,075 11 – per annum, Terminable Annuities, ending 5th April 1885	641,000 – –
To £. 256,900 Exchequer Bills sold	256,900 – –	400,000 – – Exchequer Bonds	403,845 17 11
To £. 1,400 Turkish Bonds paid off	1,400 – –	470,000 – – Bonds of the Metropolitan Board of Works for the purposes of the Embankment and Improvement Acts, per 27 & 28 Vict. c. 61, including interest	471,144 13 8
To £. 80,000 Bonds of Metropolitan Board of Works paid off	80,000 – –	By Cash paid to Postmaster General during the Year	57,313 3 2
		By Cash Balance remaining in Bank of England, on 31st December 1866	2,821 4 7
£.	2,053,312 – 2	£.	2,053,312 – 2

The Amount standing to the Credit of the Post Office Savings Banks Fund, in the Books of the Commissioners for the Reduction of the National Debt, on the 31st December 1866, was £. 8,231,176. 19. 4.

National Debt Office,
March 1867.

A. Y. Spearman,
Comptroller General.

POST OFFICE SAVINGS BANKS.

ACCOUNT of all Deposits Received and Paid under the Authority of the Act 24 Vict. c. 14, during the Year ended 31st December 1866, and of the Expenses incurred from 16th September 1861 to 31st December 1866, &c.:—also, Account of the Sums Received and Paid by the Commissioners for the Reduction of the National Debt, on Account of the Fund for the Post Office Savings Banks, per Act 24 Vict. c. 14, from 1st January 1866 to 31st December 1866, both inclusive.

(*Presented pursuant to Act* 24 *Vict. c.* 14, *ss.* 9 *and* 12.)

Ordered, by The House of Commons, *to be Printed*,
29 *March* 1867.

170.

Under 1 *oz.*

PUBLIC DEBTS.

RETURN to an Order of the Honourable The House of Commons, dated 6 June 1867;—*for*,

RETURN "of the Cases in which the Treasury have COMPOUNDED a PUBLIC DEBT or REDUCED the INTEREST thereon within the last Ten Years; such Return to specify the Body or Person to whom the Advance was made and the Amount, the Date of such Advance and the Rate of Interest; the Amount of Debt due at the time when the Composition or Reduction was made, the Date of the Composition or Reduction and the Amount for which such Debt was Compounded, or the Rate to which the Interest was Reduced."

Treasury Chambers, 1 July 1867.

GEORGE WARD HUNT.

(Mr. Monsell.)

Ordered, by The House of Commons, *to be Printed*, 3 *July* 1867.

RETURN of the Cases in which the TREASURY have COMPOUNDED a PUBLIC DEBT or REDUCED the INTEREST thereon within the last Ten Years, so far as regards the PUBLIC WORKS LOAN COMMISSIONERS; specifying the Body or Person to whom the Advance was made and the Amount; the Date of such Advance and the Rate of Interest; the Amount of Debt due at the time when the Composition or Reduction was made, the Date of the Composition or Reduction and the Amount for which such Debt was Compounded, or the Rate to which the Interest was Reduced.

Body or Person to whom the Advance was made.	Amount of Loan.	Date of Advance.	Rate of Interest.	Amount of Principal due at the time when Composition or Reduction was made.	Date of Composition or Reduction.	Amount for which Debt was Compounded.	Rate to which Interest was Reduced.
	£.			£. s. d.		£.	
Wigton Burial Board - - 1st Loan	1,800	16 Sept. 1854	5 per cent. -	1,440 – –	4 Sept. 1859 -	- -	4 per cent.
Wigton Burial Board - - 2nd Loan	300	16 July 1855	„	255 – –	2 July 1859 -	- -	„
Grays Thurrock Burial Board - - -	850	9 Oct. 1854	„	680 – –	18 Sept. 1859 -	- -	„
Holbeach Burial Board - - 1st Loan	2,500	28 Oct. 1854	„	1,625 – –	23 Oct. 1861 -	- -	„
Charlton Burial Board - - - -	6,500	21 Dec. 1854	„	5,200 – –	7 Oct. 1859 -	- -	„
Greenwich Burial Board - - 1st Loan	11,000	12 May 1855	„	8,950 – –	20 June 1859 -	- -	„
Holbeach Burial Board - - 2nd Loan	1,500	16 June 1855	„	1,050 – –	5 June 1861 -	- -	„
Woolwich Burial Board - - 1st Loan	5,000	16 July 1855	„	4,000 – –	18 June 1860	- -	„
Staines Burial Board - - - -	1,000	16 July 1855	„	850 – –	28 June 1859 -	- -	„
Bishopwearmouth Burial Board 1st Loan	17,000	4 Aug. 1855	„	14,750 – –	3 March 1859 -	- -	„
Monkwearmouthshore, Monkwearmouth, and Fulwell Joint Burial Board.	8,000	6 Oct. 1855	„	6,600 – –	22 Oct. 1858 -	- -	„
All Saints, Newcastle-upon-Tyne, Burial Board	10,080	27 Oct. 1855	„	9,072 – –	16 Oct. 1858 -	- -	„
Holbeach Burial Board - - 3rd Loan	1,000	16 Feb. 1856	„	750 – –	5 Feb. 1862 -	- -	„
Colchester Burial Board - - 1st Loan	5,000	18 July 1855	„	4,250 – –	22 May 1859 -	- -	„
Colchester Burial Board - - 2nd Loan	1,000	16 Feb. 1856	„	850 – –	28 Jan. 1860 -	- -	„
Berwick-upon-Tweed Burial Board - -	2,000	29 Mar. 1856	„	1,800 – –	14 March 1859 -	- -	„
Woolwich Burial Board - - 2nd Loan	1,200	19 April 1856	„	1,020 – –	15 April 1860 -	- -	„
Atherton Burial Board - - - -	3,000	10 May 1856	„	2,700 – –	24 April 1859 -	- -	„
St. Nicholas, Newcastle-upon-Tyne, Burial Board, 1st Loan.	5,500	3 June 1856	„	5,075 – –	21 May 1859 -	- -	„
Greenwich Burial Board - - 2nd Loan	2,000	23 June 1856	„	1,700 – –	16 June 1860 -	- -	„
Corporation of Manchester - - -	25,000	13 Dec. 1856	„	19,529 2 –	20 Oct. 1864 -	- -	„
Bishopwearmouth Burial Board, 2nd Loan	1,700	28 Feb. 1857	„	1,615 – –	20 Feb. 1859 -	- -	„
St. Paul, Deptford, Burial Board, 1st Loan	10,000	21 Mar. 1857	„	9,500 – –	13 March 1859 -	- -	„
Sunderland Burial Board - - - -	6,331	21 Mar. 1857	„	6,014 9 –	13 March 1859 -	- -	„
St. Paul, Deptford, Burial Board, 2nd Loan	2,500	6 Oct. 1857	„	2,375 – –	21 Aug. 1859 -	- -	„
New Malton Burial Board - - -	2,000	22 Oct. 1859	„	2,000 – –	27 Sept. 1860 -	- -	„
Greenwich Burial Board - - - -	450	29 Mar. 1858	„	427 10 –	20 March 1859 -	- -	„
St. Nicholas, Newcastle-upon-Tyne, Burial Board, 2nd Loan.	1,000	29 May 1858	„	1,000 – –	15 May 1859 -	- -	„
Bakewell Burial Board - - - -	2,800	28 Aug. 1858	„	2,800 – –	18 Aug. 1859 -	- -	„
Sunderland Burial Board - - - -	1,000	2 Oct. 1858	„	1,000 – –	13 Sept. 1859 -	- -	„
Oakham Burial Board - - - -	3,500	2 July 1859	„	3,500 – –	24 June 1860 -	- -	„
Middlewich Burial Board - - - -	3,000	12 Sept. 1859	„	2,850 – –	Interest on 3,000 *l.* reduced, 20 Aug. 1860. Date of composition, 6 June 1867.	1,000	„
Newsham and South Blyth Burial Board -	2,000	21 Nov. 1859	„	2,000 – –	9 Nov. 1860 -	- -	„
Ramsey Burial Board - - - -	2,500	21 Nov. 1859	„	2,500 – –	1 Nov. 1860 -	- -	„
Aberystwyth Burial Board - - -	1,800	25 June 1860	„	1,800 – –	12 June 1861 -	- -	„
Sowerby Bridge Burial Board - - -	4,800	31 July 1860	„	4,650 – –	27 June 1861 -	- -	„
Ashton-under-Lyne Burial Board - -	18,000	10 May 1865	„	18,000 – –	25 April 1866 -	- -	3½ per cent.
Woburn Union - - - 2nd Loan	2,000	11 Oct. 1856	„	2,000 – –	19 Sept. 1857 -	- -	4 per cent.
Guildford Union - - - 4th Loan	7,000	22 Nov. 1856	„	7,000 – –	15 Nov. 1857 -	- -	„
Yeovil Union - - - - 2nd Loan	1,000	13 Dec. 1856	„	1,000 – –	25 Nov. 1857 -	- -	„
Knaresborough Union - - - -	3,525	15 Dec. 1856	„	3,525 – –	3 Dec. 1857 -	- -	„
Bradford Union - - - - - -	500	17 Jan. 1857	„	500 – –	17 Dec. 1857 -	- -	„
Blandford Union - - - - -	8,000	19 Jan. 1857	„	8,000 – –	10 Jan. 1858 -	- -	„
Foleshill Union - - - - -	4,500	7 May 1857	„	4,500 – –	8 April 1858 -	- -	„
Bradford Union - - - - -	500	25 July 1857	„	500 – –	24 June 1858 -	- -	„
Waterford and Kilkenny Railway Company	123,000	Between Sept. 1847 & Aug. 1853.	4 per cent. -	45,239 15 –	8 July 1866 -	- -	3½ per cent.

Body or Person to whom the Advance was made.	Amount of Loan.	Date of Advance.	Rate of Interest.	Amount of Principal due at the time when Composition or Reduction was made.	Date of Composition or Reduction.	Amount for which Debt was Compounded.	Rate to which Interest was Reduced.
	£.			£. s. d.		£.	
Waterford and Limerick Railway Company	100,000	12 May 1851	4 per cent.	56,496 – –	15 May 1866	– –	3½ per cent.
Dublin and Wicklow Railway Company	100,000	23 Dec. 1854	5 per cent.	91,660 – –	6 Dec. 1858	– –	4 per cent.
Limerick and Foynes Railway Company	40,000	2 May 1857	„	37,000 – –	18 April 1860	– –	„
Limerick and Foynes Railway Company	– –	– – –	4 per cent.	27,000 – –	15 May 1866	– –	3½ per cent.
Portadown, Dungannon, and Omagh Junction Railway Company.	25,000	25 July 1857	5 per cent.	25,000 – –	25 June 1859	– –	4 per cent.
Limerick and Ennis Railway Company	30,000	26 Dec. 1857	„	30,000 – –	28 Nov. 1859	– –	„
Limerick and Ennis Railway Company	– –	– – –	4 per cent.	23,895 – –	15 May 1866	– –	3½ per cent.
Tralee and Killarney Railway Company	50,000	18 Dec. 1858	5 per cent.	50,000 – –	30 Nov. 1859	– –	4 per cent.
Great Northern and Western Railway Company.	113,000	29 June 1861	„	113,000 – –	15 June 1864	– –	„
Dublin Corporation Waterworks	248,000	23 May 1863	„	248,000 – –	18 May 1864	– –	„
Dublin Corporation Waterworks	24,000	27 Mar. 1865	„	24,000 – –	11 Feb. 1866	– –	„
Dublin Corporation Waterworks	80,000	20 Aug. 1866	„	80,000 – –	29 April 1867	– –	„
River Wear Commissioners	50.000	22 Sept. 1865	„	50,000 – –	16 Sept. 1866	– –	3½ per cent.
River Wear Commissioners	60,000	20 Aug. 1866	„	60,000 – –	3 Sept. 1866	– –	„
Thames Tunnel	250,500	4 Dec. 1834	Exchequer Bill rate.	250,500 – –	20 Sept. 1865	100,000	—

Public Works Loan Office. 19 Old Jewry, E. C., 26 June 1867.

W. W. Willink, Secretary.

RETURN of the Cases in which the TREASURY have COMPOUNDED a PUBLIC DEBT or REDUCED the INTEREST thereon within the last Ten Years, so far as regards the WEST INDIA ISLANDS RELIEF COMMISSIONERS; specifying the Body or Person to whom the Advance was made and the Amount; the Date of such Advance and the Rate of Interest; the Amount of Debt due at the time when the Composition or Reduction was made, the Date of the Composition or Reduction and the Amount for which such Debt was Compounded, or the Rate to which the Interest was Reduced.

Body or Person to whom the Advance was made.	Amount of Loan.	Date of Advance.	Rate of Interest.	Amount of Principal due at the time when Composition or Reduction was made.	Date of Composition or Reduction.	Amount for which Debt was Compounded.	Rate to which Interest was Reduced.
ST. LUCIE.	£.			£. s. d.		£.	
Madame Tinturier, Beauséjour Estate	1,000	18 Feb. 1834	4 per cent.	1,000 – –	13 Jan. 1862	400	
Baron D'Yvoley, Anse Mamin Estate	700	9 June 1835	„	700 – –	27 Aug. 1859	1,000	
DOMINICA.							
D. S. Laidlaw, Point Round Estate	2,500	19 Jan. 1837	„	2,500 – –	14 Dec. 1857	50	
A. Dalrymple, Morne Guay Estate	1,300	21 Feb. 1837	„	1,300 – –	14 Dec. 1857	65	
J. Cochrane, Hope and Stewart Hall	2,000	8 May 1837	„	2,000 – –	14 Dec. 1857	80	
T. W. Doyle & Sons, Bagatelle Estate	300	6 Feb. 1840	„	300 – –	10 July 1857	50	
H. J. Glanville, Princes Grove Estate	1,500	25 July 1837	„	1,500 – –	18 Mar. 1858	50	
N. Moran, Tranquillity Estate	400	25 Aug. 1837	„	400 – –	26 Aug. 1857	50	
N. H. de la Roche and others, Castle Comfort.	1,200	14 May 1840	„	1,200 – –	18 Jan. 1860	500	
M. T. S. Chopin, Snug Corner Estate	1,000	25 Sept. 1838	„	1,000 – –	14 Dec. 1857	75	
Mr. Gordon, Providence and Bedminster	4,000	8 July 1841	„	4,000 – –	14 Dec. 1857	400	
A. Fadelle, Knowsley Park Estate	700	16 May 1839	„	700 – –	14 Dec. 1857	40	
J. Constable, Hampstead Estate	3,000	11 July 1839	„	3,000 – –	2 June 1858	300	
J. Constable, Blenheim Estate	1,500	28 April 1842	„	1,500 – –	2 June 1858	150	
E. R. Bertrand, Tabery Estate	1,200	11 Dec. 1845	„	1,200 – –	10 July 1863	90	
JAMAICA.							
J. R. Bowen, Orchard Estate	5,000	19 Nov. 1833	„	5,000 – –	3 Feb. 1860	500	
G. Gordon, Moor Park Estate	5,000	7 Jan. 1834	„	5,000 – –	15 Sept. 1857	800	
G. S. Coward, Reading Pen and Wharf Estate.	2,500	7 Oct. 1834	„	2,500 – –	23 Mar. 1858	500	

West India Islands Relief Board, 19, Old Jewry, E.C., 29 June 1867.

W. W. Willink, Secretary.

IRELAND.

RETURN of the Cases in which the TREASURY have COMPOUNDED a PUBLIC DEBT or REDUCED the INTEREST thereon within the last Ten Years; specifying the Body or Person to whom the Advance was made and the Amount; the Date of such Advance and the Rate of Interest; the Amount of Debt due at the time when the Composition or Reduction was made, the Date of the Composition or Reduction, and the Amount for which such Debt was Compounded, or the Rate to which the Interest was Reduced.

Year ended	Name.	Amount of Loan.	Date of Loan.	Rate of Interest.	Amount due at time of Reduction.	Date of Reduction.	Amount for which Debt was Compounded.	Rate to which the Interest was Reduced.
		£. s. d.			£. s. d.		£. s. d.	£. s. d.
31 Mar. 1858	Youghal drainage -	22,890 2 7	Feb. - 1847	4 per cent.	22,890 2 7	May 1857, July 1866	7,000 – –	
	Cappagh drainage -	13,365 8 1	Sept. - 1847	„	13,365 8 1	May - - 1857	4,636 – –	
	Balla drainage -	18,213 15 2	July - 1849	„	18,213 15 2	May - - 1857	4,616 5 11	
	Lough Lannagh drainage.	18,445 7 4	July - 1849	„	18,445 7 4	May - - 1857	5,406 – 8	
	Shrule drainage -	28,573 19 3	Sept. - 1847	„	28,573 19 3	May - - 1857	6,432 – 1	
	Monwea drainage -	16,896 1 1	July - 1849	„	16,896 1 1	May - - 1857	6,320 12 11	
	Oranhill drainage -	1,471 16 2	Sept. - 1847	„	1,471 16 2	May - - 1857	440 16 2	
	Cahore drainage -	2,015 14 11	Mar. - 1850	„	2,015 14 11	May - - 1857	995 11 6	
	Lorrha drainage -	2,304 19 3	Sept. - 1847	„	2,304 19 3	May - - 1857	1,655 – –	
	Boley drainage -	2,220 14 2	April - 1847	„	2,220 14 2	May - - 1857	1,439 19 7	
	Dunkillen drainage -	39,459 12 9	Sept. - 1847	„	39,459 12 9	November - 1857	12,666 9 7	
31 Mar. 1859	Portumna Bridge -	2,769 4 8	- - 1818	none charged	1,398 – 7	October - 1858	- nil.	
	Lough Mask drainage	63,666 11 7	July - 1849	4 per cent.	63,666 11 7	June - - 1858	11,912 3 5	
	Keenagh drainage -	10,829 6 7	July - 1849	„	10,829 6 7	June - - 1858	4,689 2 8	
	Lough Gara drainage	24,797 4 8	Sept. - 1847	„	24,797 4 8	June - - 1858	10,650 – –	
	Dunmoran drainage	4,733 15 6	July - 1849	„	4,733 15 6	November - 1858	3,411 – 10	
	Lough Alick drainage	3,819 19 1	Sept. - 1847	„	3,819 19 1	November - 1858	1,822 7 11	
	Trustees of Limerick roads.	2,000 – –	- - 1846	5 per cent.	1,834 1 11	March - 1859	- nil.	
	Sow drainage - -	8,825 9 3	Feb. - 1847	4 per cent.	8,825 9 3	March - 1859	6,915 12 11	
31 Mar. 1860	Dunmore drainage -	53,908 19 10	July - 1849	„	53,908 19 10	June - - 1859	16,749 10 1	
	Longford drainage -	42,499 2 7	Sept. - 1847	„	42,499 2 7	June - - 1859	18,200 – –	
	Lough Neagh drainage and navigation.	222,042 18 8	Feb. - 1847	„	222,042 18 8	June - - 1859	147,454 10 4	
	Rinn drainage -	33,756 11 1	Feb. - 1847	„	33,756 11 1	June - - 1859	17,279 14 3	
	Inny drainage - -	57,446 18 7	Sept. - 1847	„	57,446 18 7	December - 1859	14,000 – –	
	Lough Oughter drainage.	100,859 – 2	Sept. - 1847	„	100,859 – 2	December - 1859	35,075 – –	
31 Mar. 1861	Roman Catholic Chapel Malahide.	500 – –	March - 1846	5 per cent.	305 14 5	April - - 1860	150 – –	
	Lough Corrib drainage and navigation.	222,014 15 8	Nov. - 1847	4 per cent.	222,014 15 8	August - 1860	57,939 16 4	
	Ballinamore drainage and navigation.	215,124 6 –	Sept. - 1847	„	215,124 6 –	Aug. 1860, July 1866	49,930 5 1	
	Brusna drainage -	107,657 8 8	Sept. - 1847	„	107,657 8 8	Aug. 1860, July 1866	39,540 – –	
	Fergus drainage -	68,010 8 8	Feb. - 1847	„	68,010 8 8	January - 1861	25,033 1 8	
31 Mar. 1862	Carrigower drainage	3,037 8 4	Feb. - 1847	„	3,037 8 4	March - 1862	2,247 8 7	
	Moyne drainage -	252 13 9	Sept. - 1847	„	252 13 9	March - 1862	33 1 6	
	Mullafarry drainage	886 13 –	Sept. - 1847	„	886 13 –	March - 1862	643 3 7	
	Lough Dalla drainage	2,836 11 9	July - 1849	„	2,836 11 9	March - 1862	2,465 1 10	
31 Mar. 1865	Shanagolden drainage	3,741 8 4	Feb. - 1847	„	3,741 8 4	April - - 1864	227 15 5	
31 Mar. 1867	Glyde drainage -	355 19 2	July - 1866	„	355 19 2	July - - 1866	- nil.	
	Hind drainage -	221 13 1	July - 1866	„	221 13 1	July - - 1866	- nil.	
	Kilcock drainage -	61 – 4	July - 1866	„	61 – 4	July - - 1866	- nil.	
	Quin drainage - -	630 14 2	July - 1866	„	630 14 2	July - - 1866	- nil.	
	Turloughmore drainage.	114 7 4	July - 1866	„	114 7 4	July - - 1866	- nil.	
	TOTAL - - £.	1,423,258 1 3				£.	517,977 12 10	

Office of Public Works, Dublin, 17 July 1867.

W. B. Soady, Accountant.

PUBLIC DEBTS.

RETURN of the Cases in which the TREASURY have COMPOUNDED a PUBLIC DEBT or REDUCED the INTEREST thereon within the last Ten Years; specifying the Body or Person to whom the Advance was made and the Amount, the Date of such Advance and the Rate of Interest. &c.

(*Mr. Monsell.*)

Ordered, by The House of Commons, *to be Printed,*
3 *July* 1867.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 2 May 1867;—*for*,

COPY "of TREASURY MINUTE cautioning PUBLIC OFFICERS from having recourse to Political Influence in order to obtain Increase of SALARY or ALLOWANCES."

Treasury Chambers, 2 May 1867.

GEORGE WARD HUNT.

COPY OF TREASURY MINUTE, dated 2nd May 1867.

MY Lords have observed with much regret a growing practice on the part of gentlemen employed in the public service to endeavour to influence this Board to accede to their applications for increase of salary or additional retiring allowance by means of the private solicitation of Members of Parliament, and other persons of political influence.

It is the duty, as well as the wish, of their Lordships, to give the most careful consideration to every representation made to them in the recognised way on behalf of any public servant (whatever be his social status or his official rank), with regard to his position, salary, and prospects of promotion, and also with regard to the amount of his retiring allowance on his quitting the public service.

It is the practice of their Lordships to consider questions of salary with reference to the duties and responsibilities of the individual or class whose case is brought before them, and to decide upon them after communication with the heads of the department concerned.

In fixing the amount of retiring allowance in those cases where the Legislature has left them a discretion, my Lords are in the habit of proceeding upon certain principles which they have prescribed for themselves, and within the limit of those principles they endeavour to deal with each case impartially upon its merits.

It appears to their Lordships that any attempt on the part of an officer to approach them on these matters through the private intercession of persons unconnected with his department, is virtually imputing to this Board either that it is likely to turn a deaf ear to a reasonable application, unless supported by political influence, or that it may be induced to accede to an unreasonable application if such influence be brought to bear upon it.

My Lords disclaim either alternative, and, in order to prevent for the future any misapprehension upon this subject, they wish it to be understood by every public officer that any attempt made by him to obtain the sanction of this Board to his application by any such solicitation as is hereinbefore referred to, will be treated by them as an admission on the part of such officer that his case is not good upon its merits, and such application will be dealt with by their Lordships accordingly.

Let a copy of this Minute be sent to every public department.

PUBLIC OFFICERS.

COPY of TREASURY MINUTE cautioning PUBLIC OFFICERS from having recourse to Political Influence in order to obtain Increase of SALARY or ALLOWANCES.

(*Mr. Hunt.*)

Ordered, by The House of Commons, *to be Printed,*
2 *May* 1867.

PUBLIC WORKS (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 8 April 1867;—*for*,

COPY "of any RULES or REGULATIONS made by the COMMISSIONERS of PUBLIC WORKS in *Ireland* respecting APPLICATIONS for LOANS and ADVANCES under the 7th Section of the Act 10 and 11 Vict. c. 32:"

"And, RETURN of all APPLICATIONS for ADVANCES made to the COMMISSIONERS of PUBLIC WORKS in *Ireland* by Persons having such Interests or Estates in LAND as are mentioned in the 7th Section of the Act 10 and 11 Vict. c. 32; specifying the Number of Applicants in each Class of such Interests or Estates, and how such Applications were disposed of by the said Commissioners."

I.—COPY of any RULES or REGULATIONS made by the COMMISSIONERS of PUBLIC WORKS in *Ireland* respecting APPLICATIONS for LOANS and ADVANCES under the 7th Section of the Act 10 and 11 Vict. c. 32.

— Nil. —

II.—RETURN of all APPLICATIONS for ADVANCES made to the COMMISSIONERS of PUBLIC WORKS in *Ireland* by Persons having such Interests or Estates in LAND as are mentioned in the 7th Section of the Act 10 and 11 Vict. c. 32; specifying the Number of Applicants in each Class of such Interests or Estates, and how such Applications were disposed of by the said Commissioners.

	Classes of Interests or Estates in Land, mentioned in the 7th Section of the Act 10 and 11 Vict. c. 32.	Recommended for the Sanction of the Treasury.	Not Recommended for the Sanction of the Treasury.	Total of each Class.
1	Leases reserving rent for two or more lives in being at the time of application.	43	34	77
2	Leases for any term of years determinable on any two or more lives in being at the time of application.	68	76	144
3	Leases for any term of years absolute, whereof 25 or more shall be unexpired at the time of application.	10	19	29
	TOTAL - - -	121	129	250

Office of Public Works, Dublin, 17 June 1867.

Prepared by *T. O'Neill*, Office of Public Works.

By order of the Board,
William S. Stack, pro Secretary.

PUBLIC WORKS (IRELAND).

COPY of Rules or Regulations made by the Commissioners of Public Works in *Ireland* respecting Applications for Loans and Advances under the 7th Section of the Act 10 & 11 Vict. c. 32; and, Return of all Applications for Advances made to the Commissioners of Public Works in *Ireland* by Persons having such Interests or Estates in Land as are mentioned in the 7th Section of the Act 10 & 11 Vict. c. 32; &c.

(*Mr. Sullivan.*)

Ordered, by The House of Commons, *to be Printed,*
20 *June* 1867.

PUBLIC WORKS LOAN COMMISSIONERS.

RETURN to an Order of the Honourable The House of Commons, dated 27 May 1867;—*for*,

STATEMENT "of the Funds at the Disposal of the Public Works Loan Commissioners in *England* for Advances under the Act 29 & 30 Vict. c. 72, s. 1, and of the Amount and Nature of Applications for which Funds are required."

STATEMENT of the Funds at the Disposal of the Public Works Loan Commissioners in *England* for Advances for the Purposes referred to in the 1st section of the Act 29 & 30 Vict. c. 72, and the Acts recited in that Act; and of the Amount and Nature of Applications for which Funds are required.

	£. s. d.	£. s. d.
Balance at the Credit of the Public Works Loan Commissioners, with the Commissioners for the Reduction of the National Debt on 9th May 1867	49,034 – –	
Credits authorised to be issued by the Public Works Loan Commissioners to the 30th September 1867, under Acts 24 & 25 Vict. c. 80, and * 29 & 30 Vict. c. 72, s. 1	300,000 – –	
£.	349,034 – –	

* £.75,000 per quarter may be issued under this Act for Public Works in England, if Parliament shall otherwise determine.

	£. s. d.	£. s. d.
Amount remaining to be issued by the Public Works Loan Commissioners in respect of Loans already sanctioned by them for the following purposes, viz.:—Waterworks, Sewerage, and Drainage, Burial Boards, Railways (Ireland), Street Improvements, Churches, Harbours, Lunatic Asylums, Gaols, &c. £.		351,995 – –
Amount and Nature of further applications for Loans for which no Funds are available; viz.:		
Sewers and Drainage	93,869 – –	
Water Supply	129,200 – –	
Burial Boards	26,756 – –	
Gaols	61,000 – –	
Harbours (exclusive of Loans sanctioned under Act 29 & 30 Vict. c. 72, s. 2)	84,500 – –	
Baths and Washhouses	2,495 – –	
Police Buildings	9,500 – –	
Street Improvements	52,800 – –	
Private Improvements	11,000 – –	
Roads	37,100 – –	
Railways (exclusive of Loans sanctioned under Act 29 & 30 Vict. c. 95)	223,300 – –	
Churches	3,935 – –	
£.	735,455 – –	735,455 – –

Irrespective of applications for Loans under the Poor Law Amendment Acts, estimated at about 60,000 *l.* per annum, and exclusive of the further sum of 300,000 *l.* required for purposes similar to those of Loans under the Special Acts (manufacturing districts).

Public Works Loan Office,
24 May 1867.

W. W. Willink.

PUBLIC WORKS LOAN COMMISSIONERS.

STATEMENT of the Funds at the Disposal of the Public Works Loan Commissioners in *England* for Advances under Act 29 & 30 Vict. c. 72, s. 1, and of the Amount and Nature of Applications for which Funds are required.

(*Mr. Hunt.*)

Ordered, by The House of Commons, *to be Printed,*
27 *May* 1867.

326.

RETURN to an Order of the Honourable The House of Commons dated 13 March 1867;—*for*,

RETURN "of the Number of LICENSED REFRESHMENT HOUSES in each MUNICIPAL BOROUGH in *England* containing, according to the last Census, more than 30,000 Inhabitants, and of the Aggregate Number in all other Places, the KEEPERS of which held LICENSES for the Sale of WINE only, or for the Sale of WINE and BEER to be Drunk on the Premises, for the Years 1861, 1862, 1863, 1864, 1865, and 1866 respectively, with the Number of Convictions (if any) against the Keepers of such Houses respectively."

Name of Borough.	Years ended 31 March												Convictions.	
	1861.		1862.		1863.		1864.		1865.		1866.			
	Wine only.	Wine and Beer.	Wine only.	Wine and Beer.	Wine only.	Wine and Beer.	Wine only.	Wine and Beer.	Wine only.	Wine and Beer.	Wine only.	Wine and Beer.	Wine only.	Wine and Beer.
Ashton-under-Lyne	–	–	–	–	–	–	–	2	–	1	–	1	–	–
Bath	–	–	–	3	–	4	–	3	1	5	1	6	–	–
Birmingham	2	21	1	42	3	68	5	89	4	110	4	148	1	3
Blackburn	–	–	2	–	1	–	1	–	1	–	1	–	–	–
Bolton	–	1	–	3	–	2	–	4	–	6	2	14	–	–
Bradford	2	10	3	10	2	14	1	15	1	14	1	16	–	–
Brighton	1	2	3	4	3	6	3	12	5	10	6	18	–	3
Bristol	–	14	–	12	–	16	–	17	–	18	–	27	–	1
Cardiff	–	–	1	–	1	–	–	–	1	1	2	3	–	14
Chester	–	3	–	1	–	1	–	1	–	1	–	3	–	–
Coventry	–	–	–	–	–	–	–	1	–	1	–	1	–	–
Derby	2	2	1	1	1	1	2	2	5	4	7	6	–	–
Devonport	–	–	–	–	–	–	–	–	–	5	–	2	–	–
Exeter	6	5	10	5	12	6	13	6	13	6	14	7	1	10
Gateshead	–	–	–	–	–	–	–	–	–	1	–	2	–	83
Great Yarmouth	–	–	–	1	–	1	–	2	1	2	1	2	–	–
Halifax	–	2	–	1	–	1	–	3	–	6	–	6	–	–
Hanley	–	2	–	1	–	–	–	–	–	–	–	2	–	2
Ipswich	–	–	1	1	1	2	–	2	–	2	–	3	–	–
Kingston-upon-Hull	1	5	2	6	2	11	2	12	2	18	2	32	10	4
Leeds	5	4	5	9	5	13	3	18	4	25	5	42	3	33
Leicester	–	2	–	2	–	3	–	5	–	3	–	3	3	1
Liverpool	1	35	2	49	1	43	2	44	3	67	2	59	–	24
London (City of)	13	26	13	36	14	42	20	52	25	62	21	71	–	–
Macclesfield	–	–	–	1	–	1	–	–	–	–	–	–	–	–
Manchester	1	49	1	73	1	91	1	105	6	119	6	181	–	145
Newcastle-on-Tyne	–	11	–	21	1	19	1	26	1	44	1	53	2	15
Northampton	1	4	–	6	–	6	–	7	–	10	1	11	1	2
Norwich	–	1	–	1	–	2	–	3	–	1	–	3	1	1
Nottingham	4	4	4	4	5	5	6	5	7	6	9	8	–	–
Oldham	–	–	3	2	3	–	–	3	–	3	–	3	–	–
Plymouth	–	7	–	11	–	8	–	14	–	19	–	24	–	1
Portsmouth	2	–	7	4	3	8	3	7	3	7	4	9	–	–
Preston	–	–	–	–	1	1	–	1	–	2	–	3	–	3
Rochdale	–	–	–	–	–	–	–	–	–	–	–	2	–	–
Salford	–	3	–	3	–	4	–	1	–	9	–	14	–	13
Sheffield	3	6	4	21	4	19	5	18	6	20	7	27	–	6
Shields (South)	–	–	–	–	–	2	–	2	–	1	–	–	–	–
Southampton	–	5	–	9	–	9	–	9	–	9	–	8	–	–
Stockport	–	1	–	1	–	4	–	3	–	4	–	3	–	–
Sunderland	1	3	1	4	–	7	–	10	–	12	–	21	–	–
Swansea	2	1	2	1	1	–	–	–	1	2	–	2	–	–
Tynemouth	–	1	–	–	–	1	–	2	–	2	–	1	–	–
Walsall	–	–	1	–	1	–	3	2	2	4	5	9	1	–
Wigan	–	–	1	1	1	–	1	–	1	–	1	1	–	–
Wolverhampton	2	–	1	4	1	6	3	9	2	10	2	10	–	3
Worcester	3	2	5	3	3	5	1	7	1	7	1	7	–	2
York (City of)	1	3	1	4	2	3	–	4	1	5	1	6	–	–
Other places	132	338	181	563	185	688	201	815	231	996	243	1,246	30	482*

* No return from Kingston-on-Thames.

Inland Revenue Office,
29 April 1867.

W. M. Moxon,
Chief Accountant for Excise.

REFRESHMENT HOUSES.

RETURN of the Number of LICENSED REFRESHMENT HOUSES in each MUNICIPAL BOROUGH in *England* containing, according to the last Census, more than 30,000 Inhabitants, and of the Aggregate Number in all other Places, the KEEPERS of which held LICENSES for the Sale of WINE only, or for the Sale of WINE and BEER to be Drunk on the Premises, for the Years 1861, 1862, 1863, 1864, 1865, and 1866, respectively; &c.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
30 *July* 1867.

1865–6.

ACCOUNTS showing the APPROPRIATION of the SUMS granted by PARLIAMENT for the SALARIES and other EFFECTIVE SERVICES, and for the SUPERANNUATIONS and other NON-EFFECTIVE SERVICES of the several REVENUE DEPARTMENTS, for the Year ended on the 31st day of March 1866.

(Prepared pursuant to Act 24 & 25 Vict. c. 93.)

CORRECTED ABSTRACT of the ACCOUNTS, prepared from the Reports and accompanying Statements submitted to the Treasury by the Commissioners of Audit, Copies of which are annexed (pages 5 to 16).

SERVICES.	Expenditure, 1865-6.	Estimate, 1865-6.
	£. s. d.	£. s. d.
1. CUSTOMS.		
Salaries of and allowances to the Board and officers of the Superintending Establishment at the Custom House in Thames-street, including travelling expenses and the pay of extra clerks	90,055 8 6	90,445 – –
Salaries of and allowances to the officers on the Establishment of the Port of London, the pay of extra and glut officers, and incidental charges	247,496 5 8	250,959 – –
Salaries of and allowances to the officers on the Establishment of the Port of Liverpool, the pay of extra and glut officers, and incidental charges	107,215 6 11	104,915 – –
Salaries of and allowances to the officers at the other ports and creeks in the United Kingdom, and at the inland bonding towns, the pay of extra and glut officers, and incidental charges	322,385 8 7	309,890 – –
Law charges, subsistence of prisoners, rewards for the capture of smugglers, rewards for seizures, and on account of penalties recovered, and expenses on account of seizures	3,360 15 –	11,300 – –
Expenses incurred by the Customs Department in the conduct of suits and prosecutions, or otherwise carrying into effect certain provisions of the Merchant Shipping Act, 17 & 18 Vict. c. 104	2,375 3 9	5,500 – –
TOTALS £.	772,888 8 5	773,009 – –
Saving to be surrendered	£. 120. 11. 7.	

SERVICES.	Expenditure, 1865-6. £.	s.	d.	Estimate, 1865-6. £.	s.	d.
2. INLAND REVENUE.						
Salaries and allowances of the Board, officers, and others on the Establishment in England	615,896	5	2	609,330	–	–
Ditto - of Establishment in Scotland	137,601	11	4	136,609	–	–
Ditto - of Establishment in Ireland	99,947	–	4	102,618	–	–
Salaries to Distributors of Stamps and Collectors of Taxes in Scotland, and poundage to Distributors of Stamps	64,964	10	11	60,000	–	–
Poundage to Clerks to the Local Commissioners of Taxes	67,953	7	5	68,000	–	–
Ditto - to Collectors and Assessors of Taxes	152,454	18	1	142,000	–	–
Expenses of Receiving Officers in collecting the Duties	15,646	2	–	16,000	–	–
Repairs of buildings	3,880	7	6	3,000	–	–
Printing permits and card wrappers	1,521	13	3	2,000	–	–
Rent of offices, rates, taxes, &c.	15,297	3	9	15,000	–	–
Postage and carriage of books and parcels	22,060	18	3	20,000	–	–
Rewards to officers	11,081	11	–	10,000	–	–
Expenses of metropolitan hackney carriages, per Act 16 & 17 Vict. c. 33	12,100	–	–	12,100	–	–
Printing and gumming receipt, draft, foreign bills of exchange, and other adhesive stamps, and paper for the same	5,442	3	7	5,000	–	–
Miscellaneous expenses	74,953	14	2	82,500	–	–
TOTALS £.	1,300,801	6	9	1,284,157	–	–
Deficiency to be voted £.	16,644.	6.	9.			
3. POST OFFICE.						
Chief offices, London, Dublin, and Edinburgh	579,462	16	–	570,001	–	–
Surveyors, &c., United Kingdom	41,137	13	9	42,250	–	–
Provincial establishments, England and Wales	509,797	15	7½	497,017	–	–
Ditto - - - - - Ireland	56,676	8	9	56,303	–	–
Ditto - - - - - Scotland	78,445	12	10½	77,238	–	–
Establishments in the colonies and agents abroad	14,527	10	10¾	12,426	–	–
Conveyance of mails, United Kingdom	749,828	18	5½	767,746	–	–
Buildings and repairs - - ditto	60,808	10	3	69,767	–	–
Manufacture of postage labels	29,500	4	10	28,730	–	–
TOTALS £.	2,120,185	11	5¼	2,121,478	–	–
Saving to be surrendered £.	1,292.	8.	6¾.			
4. PACKET SERVICE.						
Contracts	826,603	15	6	833,959	–	–
Allowances to Government agents on board mail packets, and other expenses	10,092	18	3	7,908	–	–
TOTALS £.	836,696	13	9	841,867	–	–
Saving to be surrendered £.	5,170.	6.	3.			

SERVICES.	Expenditure, 1865-6.	Estimate, 1865-6.
5. SUPERANNUATIONS OF REVENUE DEPARTMENTS.	£. s. d.	£. s. d.
Customs:		
Superannuation allowances	95,391 10 4	100,580 – –
Compensation allowances	67,135 8 10	69,158 – –
Pensions and gratuities	510 4 3	604 – –
Coast Guard and Revenue Cruisers:		
Superannuation allowances	36,199 13 10	38,248 – –
Compensation allowances	951 2 11	949 – –
Pensions	4,463 8 8	4,670 – –
Colonies:		
Superannuation allowances	2,461 17 3	3,146 – –
Compensation allowances	9,857 7 4	10,596 – –
	216,970 13 5	227,951 – –
Inland Revenue:		
Superannuation allowances	154,981 9 2	155,984 – –
Compensation allowances	20,607 4 1	27,081 – –
Pensions and gratuities	6,781 1 3	7,100 – –
	182,369 14 6	190,165 – –
Post Office:		
Superannuation allowances	58,576 17 1	56,695 17 9
Compensation allowances	4,472 4 2	3,304 2 3
	63,049 1 3	60,000 – –
Total Superannuations £.	462,389 9 2	478,116 – –
Saving to be surrendered	£.15,726. 10. 10.	

SUMMARY.

	Expenditure.	Estimate.	Savings to be Surrendered.	Deficiency to be Voted.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1. Customs	772,888 8 5	773,009 – –	120 11 7	—
2. Inland Revenue	1,300,801 6 9	1,284,157 – –	– – –	16,644 6 9
3. Post Office	2,120,185 11 5¼	2,121,478 – –	1,292 8 6¾	—
4. Packet Service	836,696 13 9	841,867 – –	5,170 6 3	—
5. Superanunations	462,389 9 2	478,116 – –	15,726 10 10	—
£.	5,492,961 9 6¼	5,498,627 – –	22,309 17 2¾	16,644 6 9

COPY of TREASURY MINUTE, dated 11 February 1867.

READ the following Reports of the Commissioners of Audit on the Expenditure Accounts of the Revenue Departments for the year ended 31st March 1866, viz.:—

(207-67.)	Customs - - - - -	Report, dated 3 January 1867.
(500-67.)	Inland Revenue - - - -	Ditto - - 8 January 1867.
(569-67.)	Post Office - - - - -	Ditto - - 9 January 1867.
(782-67.)	Non-effective Services of the three Departments - - - -	Ditto - - 11 January 1867.

(2438-67.) Read also the Postmaster General's letter of the 8th instant, in reply to this Board's letter of the 14th ultimo, referring, for his Grace's observations, paragraphs Nos. 5 to 10 of the above-mentioned Report of the Commissioners of Audit on the account of the Post Office Department.

Customs. Inland Revenue. The Reports upon the accounts of the Customs and Inland Revenue Departments do not call for any observations.

Post Office. In the Report upon the Post Office Account attention is called to several inaccuracies.

The overcharges alluded to in paragraphs 5, 8, and 9, appear to have consisted of sums issued to provide for anticipated payments which were not actually made within the financial year 1865–6, and which were therefore not properly chargeable against the Vote for that year.

The Postmaster General remarks, with reference to one of these sums, which was issued to the Solicitor of the Post Office in March 1866, to enable him to complete the purchase of certain sites, that if the amount had not been charged against the Vote for 1865–6, "there would not have been voted money to complete the purchases, as the Vote for 1865–6 would have lapsed after 31st March 1866."

On the other hand, a contrary course has been taken with regard to the payments made by the Board of Works in respect of Post Office Buildings in the last quarter of the year 1865–6, which were equally provided for in the Vote of the year, but which have been excluded from the account.

My Lords have to observe, that the proper course in both cases is indicated by the terms in which the Votes are taken by the House of Commons and restricted by the Appropriation Act, viz., for "the charges which will come in course of payment during the year." Any expenditure which is provided for, but not disbursed within the period for which the Vote is taken, must be submitted for a re-vote in the next year's Estimate.

Let an Abstract be prepared of the total expenditure of the Votes for the Revenue Departments for the year 1865–6, as compared with the grants, amended in accordance with the Reports of the Commissioners of Audit. Let the respective savings be surrendered in the usual manner, and let the deficiency on the Vote for the Inland Revenue Department (16,644 *l.* 6 *s.* 9 *d.*) be submitted for the Vote of the House of Commons.

Acquaint the Comptroller General of the Exchequer with the amounts to be surrendered.

Acquaint the Paymaster General with the amount to be surrendered out of the Vote for Superannuations of the Revenue Departments.

Transmit copy of this Minute to the Commissioners of Customs, the Commissioners of Inland Revenue, the Postmaster General, and the Commissioners of Audit.

Request the Postmaster General's attention to the alterations made in the Post Office Account, and desire that the payments made by the Board of Works on account of the Post Office may in future accounts be included as a charge against the Vote of the year in which they are made.

Let the Accounts and Reports of the Commissioners of Audit be laid before the House of Commons, together with a copy of this Board's Minutes thereon, &c., and of the Abstract Statement of the Expenditure.

COPIES of the ORIGINAL ACCOUNTS prepared by the REVENUE DEPARTMENTS, with the REPORTS of the COMMISSIONERS of AUDIT, transmitting the same to the TREASURY.

CUSTOMS.

ABSTRACT ACCOUNT of the AMOUNT expended out of the following GRANTS of PARLIAMENT for the Service of the Year 1865–6, contrasted with the Sums Voted.

Appendix.	YEAR 1865–6.	Amount Estimated.	Amount Expended.	Expended more or less than Estimate. More.	Expended more or less than Estimate. Less.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.	Salaries of and allowances to the Board and officers of the Superintending Establishment at the Custom House in Thames-street, including travelling expenses, and the pay of extra clerks - - -	90,445 – –	90,055 8 6	- -	389 11 6
B.	Salaries of and allowances to the officers on the Establishment of the Port of London, the pay of extra and glut officers, and incidental charges - -	250,959 – –	247,496 5 8	- -	3,462 14 4
C.	Salaries of and allowances to the officers on the Establishment of the Port of Liverpool, the pay of extra and glut officers, and incidental charges - - - -	104,915 – –	107,215 6 11	2,300 6 11	—
D.	Salaries of and allowances to the officers at other ports and creeks in the United Kingdom, and at the inland bonding towns, the pay of extra and glut officers, and incidental charges - - - -	309,890 – –	322,385 8 7	12,495 8 7	—
E.	Law charges, subsistence of prisoners, rewards for the capture of smugglers, rewards for seizures, and on account of penalties recovered, and expenses on account of seizures - - - - -	11,300 – –	3,360 15 –	- -	7,939 5 –
	Expenses incurred by the Customs Department in the conduct of suits and prosecutions, or otherwise carrying into effect certain provisions of the Merchant Shipping Act, 17 & 18 Vict. c. 104 -	5,500 – –	2,375 3 9	- -	3,124 16 3
	TOTALS - - - £.	773,009 – –	772,888 8 5	14,795 15 6	14,916 7 1
					14,795 15 6
			TOTAL Less than Estimate - - -		120 11 7

Office of Comptroller General, Customs, London, 5 June 1866.

(signed) *H. W. Dobell*, Comptroller General.

We certify that the foregoing is a correct Account.

(signed) *T. F. Fremantle.*
F. Goulburn.

We, the Commissioners for Auditing the Public Accounts, do hereby certify that the foregoing account has been examined by officers under our directions, and that the above is a correct statement of the expenditure of the sum granted by Parliament for the service of the Customs for the year 1865–6.

Dated at the Audit Office, Somerset House, this 2nd day of January 1867.

(signed) *Wm. Dunbar.*
C. Macaulay.

Audit Office, Somerset House, London, W.C.,
My Lords, 3 January 1867.

We have the honour to transmit herewith, for presentation to the House of Commons, in accordance with the provisions of the 24 & 25 Vict. c. 93, a copy of the Account of the Appropriation of the Parliamentary Grant for the Effective Services of the Customs Department, for the year ended 31st March 1866, which has been rendered to us by the Comptroller General of that Department, classed in accordance with the Estimates for the year, as required by the first section of the above-mentioned Act.

We are informed by a letter from the Assistant Comptroller General of the Exchequer, dated 9th November 1866, that the sum of 12,265 *l.* 13 *s.* 4 *d.* has been surrendered, as the savings out of the Customs Grant for the year 1864–5, in pursuance of your Lordship's Minute of 13th February 1866.

There is nothing in the Account which seems to call for any observation from us.

We have, &c.
(signed) *Wm. Dunbar.*
C. Macaulay.

The Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

INLAND REVENUE.

AN ACCOUNT of the Sums Expended for Charges of Collection by the INLAND REVENUE DEPARTMENT, in the Year ended 31st March 1866, compared with the Sums Estimated.

	Expenditure.	Estimate.	Expended more or less than Estimated.	
			More.	Less.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Salaries and allowances of the Board, officers, and others on the Establishment in England	615,896 5 2	609,330 – –	6,566 5 2	—
Ditto - of Establishment in Scotland -	137,601 11 4	136,609 – –	992 11 4	—
Ditto - of Establishment in Ireland -	99,947 – 4	102,618 – –	- -	2,670 19 8
Salaries to Distributors of Stamps and Collectors of Taxes in Scotland, and poundage to Distributors of Stamps - - - -	64,964 10 11	60,000 – –	4,964 10 11	—
Poundage to Clerks to Local Commissioners of Taxes - - - - - - - -	67,953 7 5	68,000 – –	- -	46 12 7
Poundage to Collectors and Assessors of Taxes	152,454 18 1	142,000 – –	10,454 18 1	—
Expenses of Receiving Officers in collecting the Duties - - - - - -	15,646 2 –	16,000 – –	- -	353 18 –
Repairs of buildings - - - - -	3,880 7 6	3,000 – –	880 7 6	—
Printing permits and card wrappers - -	1,521 13 3	2,000 – –	- -	478 6 9
Rent of offices, rates, taxes, &c. - - -	15,297 3 9	15,000 – –	297 3 9	—
Postage and carriage of books and parcels -	22,060 18 3	20,000 – –	2,060 18 3	—
Rewards to officers - - - - -	11,081 11 –	10,000 – –	1,081 11 –	—
Expenses of metropolitan hackney carriages, per Act 16 & 17 Vict. c. 33 - - -	12,100 – –	12,100 – –	—	—
Printing and gumming receipt, draft, foreign bills of exchange, and other adhesive stamps, and paper for the same - - - -	5,442 3 7	5,000 – –	442 3 7	—
Miscellaneous expenses - - - -	74,953 14 2	82,500 – –	- -	7,546 5 10
£.	1,300,801 6 9	1,284,157 – –	27,740 9 7	11,096 2 10
Expended more than Voted - -			- £. 16,644 6 9	

Certified as correct.
(signed) *Chas. S. Hawthorne*, Chief Acct.

We hereby certify that the foregoing is a correct Account.

Inland Revenue, 3 July 1866.

(signed) *W. H. Stephenson.*
James Disraeli.

We, the Commissioners for Auditing the Public Accounts, do hereby certify that the foregoing account has been examined by officers under our directions, and that the above is a correct statement of the expenditure of the sum granted by Parliament for the charges of collection of the Inland Revenue for the year 1865-6.

Dated at the Audit Office, this 7th day of January 1867.

(signed) *Wm. Dunbar.*
C. Macaulay.

Audit Office, Somerset House, London, W. C.
8 January 1867.

My Lords,

In compliance with the provisions of the 24 & 25 Vict. c. 93, we have the honour to transmit herewith, for presentation to the House of Commons, a copy of the Account of the Appropriation of the Parliamentary Grant for the effective services of the Inland Revenue, for the year ending the 31st of March 1866.

This Account has been rendered to us by Mr. Hawthorne, one of the Chief Accountants of the Board of Inland Revenue, classed in accordance with the Estimates of the year, as required by the 1st section of the above-mentioned Act, and has appeared to us, upon examination, to be in all respects regular and correct.

Your Lordships will observe that the Expenditure has exceeded the Amount granted for the present year, the excess being 16,644*l.* 6*s.* 9*d.*

With reference to our remarks in former Reports, on the practice of estimating, in certain cases, net expenses after the deduction of anticipated receipts in aid, and to the intimation contained in your Lordships' Minute of the 13th of February 1866, that the subject of "Extra Receipts" generally had been referred to a Committee, it will be sufficient to notice here that, in framing the Estimates for 1865–6, the practice in question was followed.

We have, &c.
(signed) *Wm. Dunbar.*
C. Macaulay

The Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

POST OFFICE.

AN ACCOUNT showing the Appropriation of the Sums Voted by Parliament for the Effective and Non-Effective Services of the Post Office, and for the Packet Service, for the Year ended 31st March 1866.

Appendix.	1865-6.	Amount Voted.	Amount Expended.	Surplus.	Deficiency.
	Salaries and Expenses:	£. s. d.	£. s. d.	£. s. d	£. s. d.
A.	Chief Offices: London, Dublin, and Edinburgh - - -	570,001 - -	579,498 6 8	- - -	9,497 6 8
B.	Surveyors, &c.: United Kingdom - - - - - -	42,250 - -	41,137 13 9	1,112 6 3	—
C.	Provincial Establishments: England and Wales - -	497,017 - -	509,797 15 7½	- - -	12,780 15 7½
D.	Ditto - Ireland - -	56,303 - -	56,676 8 9	- - -	373 8 9
E.	Ditto - Scotland - -	77,238 - -	78,445 12 10½	- - -	1,207 12 10½
F.	Establishments in the Colonies and Agents abroad - -	12,426 - -	14,527 10 10¾	- - -	2,101 10 10¾
G.	Conveyance of Mails: United Kingdom - - - - -	767,746 - -	750,786 18 5½	16,959 1 6½	—
H.	Buildings and Repairs - ditto	69,767 - -	56,489 11 4	13,277 8 8	—
I.	Manufacture of Postage Labels	28,730 - -	29,500 4 10	- - -	770 4 10
		2,121,478 - -	2,116,860 3 2¼	31,348 16 5½	26,730 19 7¾
	Surplus to be surrendered -	- - -	4,617 16 9¾	- - -	4,617 16 9¾
	£.	2,121,478 - -	2,121,478 - -	31,348 16 5½	31,348 16 5½
	Superannuation and Compensation Allowances:				
A.	Superannuation Allowances -	56,695 17 9	58,573 14 2	- - -	1,877 16 5
B.	Compensation Allowances -	3,304 2 3	4,472 4 2	- - -	1,168 1 11
		60,000 - -	63,045 18 4	- - -	3,045 18 4
	Deficiency - - -	3,045 18 4	—		
	£.	63,045 18 4	63,045 18 4		
	Packet Service:				
	Contracts - - - - -	833,959 - -	826,603 15 6	5,170 6 3	—
	Allowances to Government Agents on board Mail Packets, and other Expenses - -	7,908 - -	10,092 18 3		
		841,867 - -	836,696 13 9	5,170 6 3	—
	Amount to be surrendered	- - -	5,170 6 3		
	£.	841,867 - -	841,867 - -		

(signed) *W. Court*,
Principal Book-keeper.

(signed) *Geo. Chetwynd*,
Receiver and Accountant General.

General Post Office,
15 June 1866.

(signed) *Stanley of Alderley*,
Postmaster General.

We, the Commissioners for auditing the Public Accounts, do hereby certify that the foregoing Account has been examined by officers under our directions; and that, subject to the observations contained in our Report, No. 354, dated the 9th instant, accompanying this Account, the above is a correct statement of the Expenditure of the Sums granted by Parliament for the Post Office Service for the year 1865-6.

Dated at the Audit Office, Somerset House, this 3rd day of January 1867.

(signed) *Wm. Dunbar.*
C. Macaulay.

Audit Office, Somerset House, London, W. C.,
9 January 1867.

My Lords,

1. In accordance with the requirements of the 24 & 25 Vict. c. 93 we have the honour to transmit to your Lordships, for submission to the House of Commons, a copy of the Account of the Appropriation of the Sums granted by Parliament for the Effective and Non-effective Services of the Post Office, for the year ended the 31st March 1866.

2. This Account, classified in accordance with the Estimates for the year, as required by the 1st section of the above-mentioned Act, has been rendered to us by the Postmaster General, and is so framed as to show, in separate statements, the appropriation of the several Grants for the following services of the Post Office, viz. :—

The General Service;
The Packet Service; and,
The Non-effective Services.

3. We proceed to offer such remarks as the examination of the Account has suggested to us, under each of these divisions.

The General Service.

4. We are informed, by a letter from the Assistant Comptroller General of the Exchequer, dated the 9th of November 1866, that the sum of 55,045 *l.* 10 *s.* 2 *d.*, the amount of Savings out of the corresponding Vote for the year 1864–5, has been surrendered, in accordance with your Lordships' Minute of the 13th February 1866.

5. Under the head of "Chief Offices in London, Dublin, and Edinburgh" (marked A.), we find charged against the Grant for this Service a sum of 3 *l.* 2 *s.* 11 *d.* for a Pension, the same being properly chargeable to the Vote for the Non-effective Services of the Post Office. We also find, under the same head, overcharges for the Wages of Letter Carriers, amounting to 42 *l.* 13 *s.* 9 *d.*, making together an Excess of Charge against the Vote under this head, of 45 *l.* 16 *s.* 8 *d.*

6. On the other hand, a sum of 10 *l.* 6 *s.*, which had been overcharged on account of Wages, in the Appropriation Account for 1864–5, and deducted from the Expenditure Column in the Account of that Year, as amended by your Lordships, and presented to the House of Commons, has been also abated from the Expenditure Return in the Account for 1865–6.

7. The difference between the overcharge of 45 *l.* 16 *s.* 8 *d.*, and the sum of 10 *l.* 6 *s.*, thus unduly abated from the Expenditure of 1865-6, is 35 *l.* 10 *s.* 8 *d.*, the deduction of which would reduce the Expenditure under the head of "Chief Offices, &c.," from 579,498 *l.* 6 *s.* 8 *d.* to 579,462 *l.* 16 *s.*

8. Under the head of "Conveyance of Mails" (marked G.), a sum of 958 *l.* is charged against the Vote as having been paid to the Egyptian Government for conveying the mails through Egypt, whereas this sum had been merely lodged in the hands of the Consul at Alexandria, by way of imprest for this purpose, and still remained in his hands at the termination of this account. The deduction of this sum would reduce the Expenditure, under the head of "Conveyance of Mails" from 750,786 *l.* 18 *s.* 5½ *d.* to 749,828 *l.* 18 *s.* 5½ *d.*

9. Under the head Expenditure for "Buildings and Repairs," are included various sums, amounting to 8,595 *l.*, as having been paid for ground purchased for sites of new Post Offices, but as the several sums in question had been merely placed in the hands of the Solicitor of the Post Office, to enable him to complete the purchases, and as the money still remained in the hands of the Solicitor at the termination of this Account, we apprehend that the sum of 8,595 *l.* should be deducted from the Expenditure under this head. On the other hand, we find that payments were made by the Board of Works on account of the Post Office, under this head of service, to the amount of 12,913 *l.* 18 *s.* 11 *d.* during the last quarter of the year 1865-6, out of money advanced by the Post Office for that purpose, but which are not included in the charge against the Vote for that year. By the addition of this sum of 12,913 *l.* 18 *s.* 11 *d.*, less 8,595 *l.*, apparently overcharged against the Vote, as above stated, the sum of 56,489 *l.* 11 *s.* 4 *d.* returned as the Expenditure, under the head of "Buildings and Repairs," would be raised to 60,808 *l.* 10 *s.* 3 *d.*

10. In case the alterations suggested by the foregoing observations should be adopted, the general effect upon the Account would be as exhibited in the following Statement, viz.:

Appendix.	1865-6.	Amount Voted.	Amount Expended.	Surplus.	Deficiency.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.	Chief Offices, &c., London, Dublin, and Edinburgh - -	570,001 - -	579,462 16 -	- -	9,461 16 -
B.	Surveyors, &c. - - - -	42,250 - -	41,137 13 9	1,112 6 3	—
C.	Provincial Establishments, in England and Wales - -	497,017 - -	509,797 15 7½	- -	12,780 15 7½
D.	Provincial Establishments in Ireland - - - - -	56,303 - -	56,676 8 9	- -	373 8 9
E.	Provincial Establishments in Scotland - - - -	77,238 - -	78,445 12 10½	- -	1,207 12 10½
F.	Establishments in the Colonies, and Agents Abroad - -	12,426 - -	14,527 10 10¾	- -	2,101 10 10¾
G.	Conveyance of Mails - -	767,746 - -	749,828 18 5½	17,917 1 6½	—
H.	Buildings and Repairs - -	69,767 - -	60,808 10 3	8,958 9 9	—
I.	Manufacture of Postage Labels -	28,730 - -	29,500 4 10	- -	770 4 10
		2,121,478 - -	2,120,185 11 5¼	27,987 17 6½	26,695 8 11¾
	Surplus to be surrendered - -	- - -	1,292 8 6¾	- -	1,292 8 6¾
	£.	2,121,478 - -	2,121,478 - -	27,987 17 6½	27,987 17 6½

11. Adverting to the practice noticed in our former Reports, of framing the Estimate so as to meet the net Expenditure, in certain cases, after deducting anticipated receipts in aid, we have only now, with reference to the appointment of a Committee, to inquire into the mode of dealing with "Extra Receipts" generally, noticed in your Lordships' Minute of the 13th February 1866, to observe that the practice in question was followed with regard to the Estimates of 1865–6.

12. On the 1st December 1864, we had the honour to transmit to your Lordships the copy of a Correspondence between the Post Office and this Board, on the subject of the application of unclaimed remittances by money orders, and of other unclaimed property in the Post Office, to a fund for assisting officers of the Department in the insurance of their lives; and on the 7th April 1865, in submitting for warrant the state of the Account of the Post Office Revenue for 1863–4, we again drew your Lordships' attention to this subject. As no accounts are rendered to us of the administration of the fund referred to, we are unable to state precisely what sums have been paid on account of insurances. We learn, however, from statements of money order receipts and payments, forwarded to us since 1864, for the purpose of enabling us to check the Accounts of the Post Office Savings Banks, that certain sums have, from time to time, been transferred from the Money Order Account to the above-mentioned fund.

13. Without offering any opinion respecting the proper mode of disposing of or accounting for such unclaimed property, we would submit, that it appears to us that no public money, beyond that which is voted by Parliament for the purpose, can legally be applied to the service of the Post Office.

Packet Service.

14. The savings out of the Vote for this Service, for the year 1864–5, amounted to 13,558 *l.* 5 *s.* 11 *d.*; and this sum was directed, by your Lordships' Minute of the 13th February 1866, to be surrendered, with other savings on Revenue Service Votes, in the usual manner; but it is not included in the Statement of Savings on such Votes, received with the above-mentioned letter of the 9th November last, from the Assistant Comptroller-General of the Exchequer. It appears, however, by the Post Office Accounts of Management, and by Returns furnished to us from the Exchequer, that this sum, having been issued to the Postmaster General, in excess of the requirements of the Packet Service of 1864–5, was repaid by him to the Exchequer, viz.: on the 28th November 1865, 13,557 *l.* 6 *s.* 5 *d.*; and on the 16th March 1866, 19 *s.* 6 *d.*

15. In pursuance of the practice to which we have referred in paragraph 11, a sum of 130,903 *l.* was deducted from the gross Estimate of the cost of the Packet Service for 1865–6, as the amount to be contributed in aid thereof by the Indian Government and the Colonies. The amount of such contributions paid in 1865–6, in respect of that and former years, was 201,092 *l.* 7 *s.* 7 *d.*, being more than the abatement from the Gross

Estimate for the year, by the sum of 70,189 *l.* 7 *s.* 7 *d.* Of this sum 50,000 *l.* was paid to the Paymaster-General, to reimburse the Treasury Chest, from which that amount had been issued in 1863 to the Postmaster-General, in error, on account of the Packet Service contribution of the Colony of Victoria, the same having been already paid to him by the agents-general of the Colony. The remaining 20,189 *l.* 7 *s.* 7 *d.* has been paid into the Exchequer.

NON-EFFECTIVE SERVICES.

THESE having been provided for in one and the same Vote with those of the Customs and Inland Revenue, we propose, as on former occasions, to include the Appropriation Accounts of the Non-effective Services of the three Departments in a separate Report.

We have, &c.
(signed) *Wm. Dunbar.*
C. Macaulay.

The Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

COPY of TREASURY MINUTE, dated 14th January 1867, on the foregoing Report.

TRANSMIT to the Postmaster General copy of paragraphs Nos. 5 to 10 of this Report (inclusive), for his observations as to the inaccuracies of appropriation, to which attention is called.

COPY of LETTER from the Postmaster General.

My Lords, General Post Office, 8 February 1867.

I HAVE the honour to acknowledge the receipt of Mr. Hamilton's letter of the 14th ultimo, enclosing an extract from a Report of the Commissioners of Audit, upon the Account of the Appropriation of the Sums granted by Parliament for the service of the Post Office, for the year ended 31st March 1866, and requesting my observations as to the inaccuracies of Appropriation pointed out by the Commissioners.

In reply, I beg leave to state that the sum of 3 *l.* 2 *s.* 11 *d.* (on account of a Pension), referred to in the paragraph marked 5, of the extract from the Auditor's Report, was incorrectly included by this Department under Sub-Estimate (A.) Vote III., instead of being entered in Vote IV. for Superannuations.

In the other cases it appears that the entries have been made in the accounts under the proper headings, and the question in dispute regarding them is, therefore, one of date only. The sum of 42 *l.* 13 *s.* 9 *d.*, referred to in paragraph 5, is made up of three amounts, viz.:

Metropolitan Letter Carriers' Wages overdrawn—	£.	*s.*	*d.*
In January 1866 - - - - - -	22	9	3
In February 1866 - - - - - -	14	7	10
In March - 1866 - - - - - -	5	16	8
£.	42	13	9

These sums, which were overdrawn in consequence of vacancies arising from deaths, &c., of which the Department was not cognizant at the time, were repaid to the cashier by the Circulation Department in the months of April, May, and June 1866, and were in each case deducted from the charges against the Vote in those months, in accordance with a practice which has existed for many years.

The sum of 10 *l.* 6 *s.*, referred to in paragraph 6 of the Auditors' Report, is the amount of Wages overdrawn in January, February, and March 1865, and repaid and deducted from the charges against the Vote in the months of April, May, and June 1865.

The introduction into the London District Offices of the provincial system of weekly accounts has now rendered the overdrawing of the letter carriers' wages unnecessary, and no further objection in this respect will arise, as no payments are allowed in the weekly accounts until receipts for such payments have been obtained.

In regard to the sums paid by the British Postmaster of Alexandria into the Bank of Egypt, to the credit of Her Majesty's Agent and Consul General in Egypt, to meet the payment of the subsidy to the Viceroy for conveyance of Mails through Egypt, I have made such arrangements as will meet the views of the Auditors of Public Accounts in future.

In regard to the Warrants issued to the Solicitor in March 1866, to enable him to complete the purchases of certain sites for Provincial Post Offices, which purchases it was then expected would be completed very shortly, I beg leave to point out that, as the Warrants were issued within the Financial Year for payment of sums voted for the service of that year, it was clearly necessary to claim the amount in the Accounts, and to draw off the money to meet the payment. If this course had not been followed, there would not have been voted money to complete the purchases, as the Vote for 1865–6 would have lapsed after 31st March 1866.

In regard to the sum of 12,913 *l.* 18 *s.* 11 *d.*, the amount of the payments made by the Office of Works on account of Post Office Buildings, &c., in the last quarter of the year 1865–6, not having been included in the Post Office Accounts for the year, I have to state that the Accounts are never received from the Office of Works until after the date at which the Accounts of this Department should be closed; and it may be thought desirable to include these sums in the Post Office Accounts of the next quarter to that in which they appear in the Accounts of the Office of Works, in future.

A similar arrangement exists in respect of the Accounts showing the cost of manufacture of Postage Stamps, furnished by the Inland Revenue Office; and no objection has been raised by the Commissioners for Auditing the Public Accounts to this arrangement.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of
Her Majesty's Treasury.

NON-EFFECTIVE SERVICES.

ACCOUNT of the Sums Expended for Superannuation and Compensation Allowances, Pensions, and other Non-Effective Charges, in the Year ended 31 March 1866, compared with the Sums Voted.

CUSTOMS.

Appendix.	Year 1865-6.	Amount Voted.	Amount Expended.	Expended more or less than Vote. More.	Expended more or less than Vote. Less.
	Customs:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.	Superannuation Allowances - -	100,580 - -	95,402 3 5	- -	5,177 16 7
B.	Compensation Allowances - - -	69,158 - -	67,124 15 9	- -	2,033 4 3
C.	Pensions and Gratuities - - -	604 - -	510 4 3	- -	93 15 9
	Total Customs - - £.	170,342 - -	163,037 3 5	- -	7,304 16 7
	Coast Guard and Revenue Cruisers:				
D.	Superannuation Allowances - -	38,248 - -	36,199 13 10	- -	2,048 6 2
E.	Compensation Allowances - - -	949 - -	951 2 11	2 2 11	—
F.	Pensions - - - - - - -	4,670 - -	4,463 8 8	- -	206 11 4
	Total Coast Guard - - £.	43,867 - -	41,614 5 5	2 2 11	2,254 17 6
	Colonies:				
G.	Superannuation Allowances - -	3,146 - -	2,461 17 3	- -	684 2 9
H.	Compensation Allowances - - -	10,596 - -	9,857 7 4	- -	738 12 8
	Total Colonies - - £.	13,742 - -	12,319 4 7	- -	1,422 15 5
	Grand Total - - £.	227,951 - -	216,970 13 5	2 2 11	10,982 9 6
					2 2 11
	Total Less than Estimate - - - £.				10,980 6 .7

Office of Comptroller General, Customs, London, 5 June 1866.

(signed) *H. W. Dobell*, Comptr. Genl.

We certify the foregoing is a correct account.

(signed) *Thos. F. Fremantle.*
F. Goulburn.

We, the Commissioners for Auditing the Public Accounts, do hereby certify that the foregoing Account has been examined by officers under our directions, and that, subject to the observations contained in our Report, No. 363, dated the 11th January 1867, accompanying this Account, the above is a correct statement of the Expenditure of the Sums granted by Parliament for the Non-Effective Services of the Customs for the year 1865-6.

Dated at the Audit Office, Somerset House, this 11th day of January 1867.

(signed) *Wm. Dunbar.*
C. Macaulay.

INLAND REVENUE.

	Expenditure.	Voted.	Expended more or less than Voted.	
			More.	Less.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Superannuation Allowances	154,981 9 2	155,984 – –	– –	1,002 10 10
Compensation Allowances -	20,607 4 1	27,081 – –	– –	6,473 15 11
Pensions and Gratuities -	6,781 1 3	7,100 – –	– –	318 18 9
£.	182,369 14 6	190,165 – –	– –	7,795 5 6

Certified as correct,
(signed) *Chas. S. Hawthorne,* Chief Accountant.

We hereby certify that the foregoing is a correct account.

(signed) *W. H. Stephenson.*
James Disraeli.

Inland Revenue, 3 July 1866.

We, the Commissioners for Auditing the Public Accounts, do hereby certify that the foregoing Account has been examined by officers under our directions, and that the above is a correct statement of the expenditure of the sums granted by Parliament for the Non-effective Services of the Inland Revenue for the year 1865-6.

Dated at the Audit Office, Somerset House, this 11th day of January 1867.

(signed) *Wm. Dunbar.*
C. Macaulay.

POST OFFICE.

Appendix.	1865-6.	Amount Voted.	Amount Expended.	Surplus.	Deficiency.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.	Superannuation Allowances	56,695 17 9	58,573 14 2	–	1,877 16 5
B.	Compensation Allowances	3,304 2 3	4,472 4 2	–	1,168 1 11
	£.	60,000 – –	63,045 18 4	–	3,045 18 4
	Deficiency - -	3,045 18 4	—		
	£.	63,045 18 4	63,045 18 4		

(signed) *W. Court,*
Principal Book-keeper.

(signed) *Geo. Chetwynd,*
Receiver and Accountant General.

(signed) *Stanley of Alderley,*
Postmaster General.

General Post Office, 15 June 1866.

We, the Commissioners for Auditing the Public Accounts, do hereby certify that the foregoing Account has been examined by officers under our directions, and that, subject to the observations contained in our Report, No. 363, dated the 11th January 1867, accompanying this Account, the above is a correct statement of the expenditure of the sums granted by Parliament for the Non-Effective Services of the Post Office for the year 1865-6.

Dated at the Audit Office, Somerset House, this 10th day of January 1867.

(signed) *Wm. Dunbar.*
C. Macaulay.

Audit Office, Somerset House, London, W. C.,
11 January 1867.

My Lords,

3. We have the honour to transmit herewith, in pursuance of the provisions of the 24 & 25 Vict. c. 93, copies of the accounts of the Appropriation of the Parliamentary Grant for the Non-effective Services of the Customs, the Inland Revenue, and the Post Office, for the year ended 31st March 1866. These Accounts have been rendered to us, in conformity with the above-mentioned Act, by the Comptroller General of Customs, by one of the Chief Accountants of the Inland Revenue, and by the Postmaster General, respectively.

We are informed by a letter from the Assistant Comptroller General of the Exchequer, dated 9th November 1866, that the sum of 19,613*l.* 13*s.* 2*d.* was surrendered as the Savings on the Grant for the Non-effective Services of the three Departments in question for the year 1864–5, in accordance with your Lordships' Minute of 13th February 1866.

On the Account from the Customs, we have to remark that two payments of Compensation Allowances (B.), amounting together to 10*l.* 13*s.* 1*d.*, have been classed as Superannuation Allowances (A).

The correction of the mis-classification would reduce the return of Expenditure, under the head of Superannuation Allowances (A.), from 95,402*l.* 3*s.* 5*d.* to 95,391*l.* 10*s.* 4*d.*, and raise that under the head of Compensation Allowances (B.), from 67,124*l* 15*s.* 9*d.* to 67,135*l.* 8*s.* 10*d.*

We find that in the Post Office Account of Non-effective Services a payment of 3*l.* 2*s.* 11*d.*, on account of a Superannuation Allowance, has been omitted, the same having been charged against the Vote for the Effective Services of the Post Office, as already noticed in our Report of the 9th instant, No. 354. The transfer of this sum of 3*l.* 2*s.* 11*d.* to the Account of Non-effective Services, would raise the amount of Expenditure therein, under the head of Superannuation Allowances (A.), from 58,573*l.* 14*s.* 2*d.* to 58,576*l.* 17*s.* 1*d.*, and the Total Expenditure from 63,045*l.* 18*s.* 4*d.* to 63,049*l.* 1*s.* 3*d.* The "Deficiency" or Excess of Expenditure over the Estimate would also be raised thereby from 3,045*l.* 18*s.* 4*d.* to 3,049*l.* 1*s.* 3*d.*

The following Statement exhibits the total amount of the Expenditure for Non-effective Services, in respect of each of the three Appropriation Accounts above-mentioned, as compared with the total Amount of the Estimates for each; and also the aggregate Amount thereof for the three Departments, as compared with the amount of the Grant.

							£.	*s.*	*d.*
Amount of the Grant							478,116	–	–
	Estimates.			Expenditure.					
	£.	*s.*	*d.*	£.	*s.*	*d.*			
Customs	227,951	–	–	216,970	13	5			
Inland Revenue	190,165	–	–	182,369	14	6			
Post Office	60,000	–	–	63,045	18	4			
	478,116	–	–	Total Expenditure			462,386	6	3
				Balance		£.	15,729	13	9

The only error affecting this General Statement is that by which the sum of 3*l.* 2*s.* 11*d.* was omitted from the Appropriation Account of the Post Office Non-effective Services. The correction of that error would raise the Post Office Expenditure, as already mentioned, from 63,045*l.* 18*s.* 4*d.* to 63,049*l.* 1*s.* 3*d.*, and the aggregate expenditure of the three Departments from 462,386*l.* 6*s.* 3*d.* to 462,389*l.* 9*s.* 2*d.*, thereby reducing the Balance, to be surrendered, from 15,729*l.* 13*s.* 9*d.* to 15,726*l.* 10*s.* 10*d.*

The Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

We have, &c.
(signed) *Wm. Dunbar.*
C. Macaulay.

REVENUE DEPARTMENTS.

1865-6.

ACCOUNTS showing the APPROPRIATION of the SUMS granted by PARLIAMENT for the SALARIES and other EFFECTIVE SERVICES, and for the SUPERANNUATIONS and other NON-EFFECTIVE SERVICES of the several REVENUE DEPARTMENTS for the Year ended on the 31st day of March 1866.

(*Prepared pursuant to Act* 24 & 25 *Vict. c.* 93.)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

Under 2 *oz.*

REVENUE (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 4 June 1867;—*for*,

AN ABSTRACT "of the NET PRODUCE of the REVENUE of *Ireland* paid into the Exchequer in the Year ended the 31st day of March 1867:"

"ACCOUNTS of the NET PUBLIC INCOME and EXPENDITURE of *Ireland* for the Year ended the 31st day of March 1867:"

"Of the Amount of DUTIES of EXCISE in each Inland Revenue District of *Ireland*, in the Year ended the 31st day of March 1867:"

"Of the Amount of DUTIES of CUSTOMS Collected at each Port of *Ireland*, in the Year ended the 31st day of March 1867:"

"And, of the Amount of STAMP DUTIES Collected in *Dublin*, and in each Stamp District of *Ireland*, in the Year ended the 31st day of March 1867 (in continuation of Parliamentary Paper, No. 490, of Session 1866)."

ABSTRACT of the GROSS REVENUE of *Ireland* in the Year ended 31st March 1867.

	£.	s.	d.
Customs	2,141,000	–	–
Excise	3,393,000	–	–
Stamps	571,459	11	8
Income Tax	359,593	–	–
Post Office	319,554	16	5
Miscellaneous	36,125	11	9
£.	6,820,732	19	10

Note.—This Account shows the amounts paid into the Exchequer in the year, including the payments into the Exchequer *in England* in respect of the Revenue of Ireland.

ABSTRACT of the NET PRODUCE of the REVENUE of *Ireland* paid into the Exchequer in the Year ended 31st March 1867.

	£.	s.	d.
Customs	1,936,000	–	–
Excise	3,254,000	–	–
Stamps	554,000	–	–
Property and Income Tax	332,000	–	–
Post Office	—		
Miscellaneous	36,125	11	9
£.	6,112,125	11	9

Note.—This Account shows the Net Receipts *in Ireland*, and does not include the amount advanced from the Revenue, and repaid from Votes, for charges of collection, &c.

Whitehall, Treasury Chambers,
11 August 1867.

George Ward Hunt.

AN ACCOUNT of the NET PUBLIC INCOME and EXPENDITURE of *Ireland* for the Year ended 31st March 1867.

INCOME.

	£.	s.	d.
Customs	1,936,000	–	–
Excise	3,254,000	–	–
Stamps	554,000	–	–
Property and Income Tax	332,000	–	–
Post Office	—		
Miscellaneous	36,125	11	9
TOTAL Net Income £.	6,112,125	11	9

EXPENDITURE.

	£.	s.	d.	£.	s.	d.
CONSOLIDATED FUND SERVICES:						
Interest of Public Funded Debt, &c., payable in Ireland	1,191,188	18	8			
Other Payments	265,552	2	9			
				1,456,741	1	5
SUPPLY SERVICES:						
Army	3,025,000	–	–			
Navy	—					
Miscellaneous Civil Services	1,495,152	1	11			
Packet Service	—					
				4,520,152	1	11
TOTAL Net Expenditure £.				5,976,893	3	4

Note.—This Account shows only the Income and Expenditure of the Exchequer *in* Ireland.

Whitehall, Treasury Chambers,
11 August 1867.

George Ward Hunt.

A RETURN of the Amount of Duties of Excise in each Inland Revenue District of *Ireland*, in the Year ended 31st March 1867.

Excise Collections.	Amount of Duties.	Excise Collections.	Amount of Duties.
	£. s. d.		£. s. d.
Athlone	72,015 – 8½	Galway	62,616 – 5¼
Bandon	123,042 4 7¾	Limerick	59,094 13 8
Belfast	666,604 12 7½	Londonderry	180,580 6 4¼
Carlow	156,427 6 11¼	Newry	103,561 17 5
Coleraine	74,685 6 6¼	Sligo	82,573 4 1½
Cork	549,071 3 3¼	Waterford	98,255 12 -¼
Dundalk	274,331 18 9¼	Wexford	150,462 18 3¼
Dublin	874,553 18 5	Total £.	3,527,876 4 2¼

Inland Revenue Office, 6 July 1867.

Fred. Gripper, Chief Accountant.

AN ACCOUNT of the Amount of Duties of Customs Collected at each Port of *Ireland*, in the Year ended the 31st day of March 1867.

Ports of Ireland.	Gross Amount of Customs Duties (excluding Casual and Miscellaneous Receipts). Year ended 31 March 1867.	Ports of Ireland.	Gross Amount of Customs Duties (excluding Casual and Miscellaneous Receipts). Year ended 31 March 1867.
	£.		£.
Ballina	3,702	New Ross	18,902
Belfast	316,591	Newry	18,008
Coleraine	5,029	Skibbereen	783
Cork	314,432	Sligo	24,933
Drogheda	2,975	Tralee	17,489
Dublin	1,003,503	Waterford	79,944
Dundalk	19,325	Westport	1,668
Galway	18,567	Wexford	7,061
Limerick	113,223	Total £.	2,089,429
Londonderry	123,294		

Office of the Inspector General of Imports and Exports, Custom House, London, 12 June 1867.

Edw. Bernard, Inspector General.

STAMPS.

AN ACCOUNT of the AMOUNT of STAMP DUTIES Collected in *Dublin*, and in each Stamp District in *Ireland*, in the Year ended 31st March 1867.

STAMP DISTRICTS.	Year ended 31 March 1867. £.	s.	d.
Dublin	394,207	10	8
Antrim	55,544	18	8
Armagh	8,148	3	9½
Cork	31,003	16	10
Donegal	2,233	17	5¼
Down	5,160	3	–
Downpatrick	1,242	11	1¼
Drogheda and Meath	1,687	2	2¼
Fermanagh and Cavan	5,036	10	9
Galway	4,810	7	2¼
Kerry	4,614	13	3¾
Kilkenny, Carlow, and Kildare	7,871	16	6½
King's and Queen's Counties, Athlone, and Westmeath	4,265	6	5¼
Leitrim, Longford, and Roscommon	2,169	12	6
Limerick and Clare	10,929	10	1
Londonderry	12,072	8	6
Louth and Monaghan	2,679	–	5¾
Mayo	2,109	16	1¼
Sligo	2,515	1	–¾
Tipperary	5,266	9	7¼
Tyrone	5,413	1	9¾
Waterford	8,539	18	6¼
Wexford	3,645	18	8¾
Wicklow	480	3	4½
TOTAL £.	581,647	18	8¼

Inland Revenue Office,
6 July 1867.

Fred. Gripper, Chief Accountant.

ACCOUNTS of Revenue and Expenditure, and Duties of Customs, Excise, and Stamps, *Ireland* (in continuation of Parliamentary Paper, No. 490, of Session 1866).

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed*, 13 *August* 1867.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 17 May 1867;—*for*,

COPY "of all STATEMENTS as to the State of COLLECTION of REVENUE in the various Districts in *Scotland* issued by the BOARD of INLAND REVENUE in *Edinburgh*, from the 1st day of January up to and including the 1st day of March 1867:"

"And, RETURN of the State of COLLECTION of REVENUE in each District in *Scotland* on the 1st day of March 1867, showing, in a Tabulated Form, for each District respectively:—

The Total Amount of Assessment;
The Total Amount Relieved on Appeal;
The Net Amount of Revenue to be Collected;
The Date of Closing the Collection;
The Per-centage Collected at Date of Closing;
The Amount in Arrear Due to Collector at Date of Closing;
The Number of Individuals in Arrear at Date of Closing;
The Amount Advanced by the Collector to Close the Collection;
The Amount of Arrears got in by Collector since Date of Closing;
The Per-centage Collected on the 1st day of March;
The Amount in Arrear due to Collector on the 1st day of March;
And, the Number of Individuals in Arrear to Collector on the 1st day of March (in continuation of Parliamentary Papers, No. 223, of Session 1865; and No. 324, of Session 1866)."

(*Mr. Edward Craufurd.*)

Ordered, by The House of Commons, *to be Printed*,
25 *June* 1867.

STATE of the COLLECTION of LAND and ASSESSED TAXES and INCOME TAX, for the Year 1866-67, showing the Rate per Cent. Collected in each District at 14th January 1867, and the Total Amount Collected in *Scotland* at that Date.

Sum Collected - - - - £. 484,597 sterling.*

DISTRICTS.	Rate per Cent. Collected on or before 14 January 1867.	
1. Forfar and Kincardine - -	100	Closed 10th January 1867.
2. Peebles and Selkirk - - -	100	Closed 12th January 1867.
3. Banff - - - - - - -	100	Closed 12th January 1867.
4. Berwick - - - - - -	96·62	Land Tax and Income Tax closed 14th January 1867.
5. Elgin and Nairn - - -	93·18	Land Tax closed 12th January 1867.
6. Aberdeen - - - - - -	90·25	Land Tax closed 12th January 1867.
7. Kirkcudbright and Wigtown -	87·20	
8. Edinburgh - - - - - -	82·88	
9. Roxburgh - - - - - -	80·75	
10. Campbeltown - - - -	80·30	Land Tax closed 12th January 1867.
11. Dundee, Arbroath, and Montrose	74·84	
12. Fife and Kinross - - -	70·61	
13. Stirling, Clackmannan, and Linlithgow.	69·60	
14. Perth - - - - - -	67·26	
15. Haddington - - - - -	64·30	
16. Ross, Sutherland, Cromarty, and Caithness.	63·82	Land Tax closed 11th January 1867.
17. Lanark and Dumbarton - -	61·97	
18. Stornoway - - - - - -	60·10	
19. Inveraray - - - - - -	60·00	
20. Orkney and Zetland - - -	60·00	
21. Renfrew and Bute - - -	58·78	
22. Dumfries - - - - - -	55·85	
23. Inverness - - - - - -	51·69	
24. Ayr and Arran - - - -	40·58	

(No. 1.)
Inland Revenue, Edinburgh,
15 January 1867.

Angus Fletcher,
Comptroller General.

* Including sums received in payment of assessments made by the Special Commissioners in London, and by the Exchequer and Court of Session, Edinburgh.

Inland Revenue, Edinburgh,
19 June 1867.

Angus Fletcher.

COLLECTION OF TAXES IN SCOTLAND, 1866-67.

STATE of the COLLECTION of LAND and ASSESSED TAXES and INCOME TAX in *Scotland*, at 4th February 1867, showing the Districts, arranged according to Priority of Closing, in which the Collection was completed on or before that Day; the Rate per Cent. Collected in the other Districts, and the Total Amount Collected in *Scotland* at that Date.

Sum Collected - - - - £. 677,981 sterling.*

DISTRICTS.	Rate per Cent. Collected on or before 4 February 1867.	
1st Class:		
1. Forfar and Kincardine - -	100	Closed 10th January 1867.
2. Peebles and Selkirk - - -	100	Closed 12th January 1867.
3. Banff - - - - - - -	100	Closed 12th January 1867.
4. Berwick - - - - - -	100	Land Tax and Income Tax closed 14th, and Assessed Taxes closed 21st January 1867.
5. Elgin and Nairn - - - -	100	Land Tax closed 12th, and Assessed Taxes and Income Tax closed 23d January 1867.
6. Haddington - - - - -	100	Closed 24th January 1867.
7. Perth - - - - - - -	100	Closed 25th January 1867.
8. Ross, Sutherland, Cromarty, and Caithness.	100	Land Tax closed 11th, Assessed Taxes and Income Tax closed 26th January 1867.
9. Campbeltown - - - - -	100	Land Tax closed 12th, Income Tax closed 19th, and Assessed Taxes closed 26th January 1867.
10. Aberdeen - - - - - -	100	Land Tax closed 12th, Assessed Taxes and Income Tax closed 26th January 1867.
11. Dundee, Arbroath, and Montrose	100	Closed 29th January 1867.
12. Inverness - - - - - -	100	Closed 30th January 1867.
13. Fife and Kinross - - - -	100	Land Tax closed 28th, Assessed Taxes and Income Tax closed 31st January 1867.
14. Stirling, Clackmannan, and Linlithgow.	100	Closed 31st January 1867.
15. Dumfries - - - - - -	100	Land Tax closed 26th January, Assessed Taxes and Income Tax closed 2d February 1867.
16. Edinburgh - - - - - -	100	Land Tax closed 22d January, Assessed Taxes and Income Tax closed 4th February 1867.
17. Kirkcudbright and Wigtown -	100	Land Tax closed 28th January, Assessed Taxes and Income Tax closed 4th February 1867.
2d Class:		
18. Roxburgh - - - - - -	98·87	Land Tax closed 21st January, Income Tax closed 4th February 1867.
19. Ayr and Arran - - - -	96·74	Land Tax closed 2d February 1867.
20. Renfrew and Bute - - -	95·60	Land Tax closed 2d February 1867.
21. Inveraray - - - - - -	95·13	Land Tax closed 19th January 1867.
22. Lanark and Dumbarton - -	93·26	
23. Orkney and Zetland - - -	81·30	As at 31st January 1867.
24. Stornoway - - - - -	73·56	As at 23d January 1867.

(No. 2)

Inland Revenue, Edinburgh, 5 February 1867.

Angus Fletcher,
Comptroller General.

* Including sums received in payment of assessments made by the Special Commissioners in London, and by the Exchequer and Court of Session, Edinburgh.

Inland Revenue, Edinburgh, 19 June 1867.

Angus Fletcher.

SCOTLAND—COLLECTION 1866-67.

RETURN of the State of Collection of Revenue (Land and Assessed Taxes and Income Tax) in each District in *Scotland*, on the 1st day of March 1867, showing, in a Tabulated Form for each District respectively, the following Information:—

DISTRICTS.	1. The Total Amount of Assessment.*	2. The Total Amount relieved on Appeal.†	3. The Net Amount of Revenue to be Collected.	4. The Date of Closing the Collection.	5. The Per-centage Collected at Date of Closing.	6. The Amount in Arrear due to the Collector at Date of Closing.	7. The Number of Individuals in Arrear at Date of Closing.	8. The Amount Advanced by the Collector to close the Collection.	9. The Amount of Arrears got in by Collector since Date of Closing Collection.	10. The Per-centage Collected on the 1st day of March.	11. The Amount in Arrear due to the Collector on the 1st day of March.	12. The Number of Individuals in Arrear to Collector on the 1st day of March.
	£. s. d.	£. s. d.	£. s. d.	1867:		£. s. d.		£. s. d.	£. s. d.		£. s. d.	
Aberdeen	37,054 5 9	242 1 9	36,812 4 –	26 January	97·89	775 5 –	590	775 5 –	668 18 1	99·70	106 6 11	133
Argyll, Campbeltown	4,648 18 6	59 – –	4,589 18 6	26 ,,	80·99	872 15 10	267	872 15 10	684 9 3	95·90	188 6 7	96
Argyll, Inveraray	9,436 11 5	110 2 6	9,326 8 11	23 February	97·23	258 – –	234	258 – –	69 – –	98·00	189 – –	194
Ayr and Arran	33,333 1 7	228 12 5	33,104 9 2	Not closed	– –	– –	– –	– –	– –	99·47	175 1 9	200
Banff	5,432 5 1	74 4 –	5,358 1 1	12 January	100·00	– –	– –	– –	– –	100·	—	—
Berwick	12,532 17 6	77 18 3	12,454 19 3	21 ,,	98·91	145 – 1	133	145 – 1	101 3 –	99·64	43 17 1	61
Dumfries	19,212 16 7	80 3 11	19,132 12 8	2 February	100·00	– –	– –	– –	– –	100·	—	—
Dundee, Arbroath, and Montrose	39,178 – 3	284 18 2	38,893 2 1	29 January	99·59	158 16 5	318	158 16 5	153 10 4	99·98	5 6 1	7
Edinburgh	107,643 4 3	982 2 4	106,661 1 11	4 February	99·68	341 – –	318	341 – –	341 – –	100·	—	—
Elgin and Nairn	7,364 9 2	101 10 3	7,262 18 11	23 January	97·85	159 – 6	141	159 – 6	125 9 9	99·54	33 10 9	30
Fife and Kinross	31,636 12 10	81 15 1	31,554 17 9	31 ,,	98·96	327 14 10	451	327 14 10	252 3 6	99·76	75 11 4	95
Forfar and Kincardine	15,562 13 1	168 8 8	15,394 4 5	10 ,,	99·68	50 6 3	49	50 6 3	28 12 4	99·85	21 13 11	36
Haddington	11,994 10 1	55 14 6	11,938 15 7	24 ,,	99·25	94 10 6	70	94 10 6	92 13 2	99·98	1 17 4	3
Inverness	10,893 3 5	44 3 6	10,848 19 11	30 ,,	96·00	432 – 11	303	432 – 11	270 12 2	98·50	161 8 9	141
Kirkcudbright and Wigtown	18,152 7 –	63 9 7	18,088 17 5	4 February	99·11	144 11 11	273	144 11 11	135 1 10	99·95	9 10 1	13
Lanark and Dumbarton	172,566 15 11	990 2 7	171,576 13 4	Not closed	– –	– –	– –	– –	– –	98·90	1,887 4 10	2,217
Orkney and Zetland	2,722 – 10	78 – 6	2,644 – 4	6 February	92·08	209 3 8	272	209 3 8	136 14 1	97·25	72 9 7	112
Peebles and Selkirk	7,842 6 4	47 19 8	7,794 6 8	12 January	96·71	256 12 2	78	256 12 2	233 17 8	99·70	22 14 6	1
Perth	29,484 2 10	115 7 3	29,368 15 7	25 ,,	97·91	613 1 3	356	613 1 3	539 15 8	99·77	73 5 7	67
Renfrew and Bute	33,216 – 1	135 17 –	33,080 3 1	Not closed	– –	– –	– –	– –	– –	99·10	296 4 –	390
Ross, Cromarty, Sutherland, and Caithness.	14,011 8 8	141 1 10	13,870 6 10	26 January	80·85	2,656 4 1	1,478	2,656 4 1	2,229 8 10	96·92	426 15 3	408
Roxburgh	15,586 10 7	61 10 10	15,524 19 9	Not closed	– –	– –	– –	– –	– –	99·45	86 11 4	120
Stirling, Clackmannan, and Linlithgow.	26,207 7 3	170 6 11	26,037 – 4	31 January	97·93	541 12 8	533	541 12 8	334 4 4	99·20	207 8 4	221
Stornoway	966 – 9	– 17 8	965 3 1	Not closed	– –	– –	– –	– –	– –	88·02	115 12 1	No Return.
£.	666,678 9 9	4,395 9 2	662,283 – 7	– –	– –	8,035 16 1	5,864	8,035 16 1	6,396 14 –	– –	4,199 16 1	4,545

* Exclusive of assessments made by the Special Commissioners, London, and by the Exchequer and Court of Session, Edinburgh.
† The sums in this column include arrears which, from various causes, are admitted to be irrecoverable by the collectors.

Inland Revenue, Edinburgh,
19 June 1867.

Angus Fletcher,
Comptroller General.

REVENUE (SCOTLAND).

COPY of all STATEMENTS as to the State of COLLECTION of REVENUE in the various DISTRICTS in *Scotland* issued by the Board of Inland Revenue in *Edinburgh*, from 1st January up to and including 1st March 1867; and, RETURN of the State of COLLECTION of REVENUE in each DISTRICT in *Scotland* on 1st March 1867; &c.

(*Mr. Edward Craufurd.*)

Ordered, by The House of Commons, *to be Printed,*
25 *June* 1867.

ROYAL COMMISSIONS.

RETURN to an Address of the Honourable The House of Commons, dated 21 February 1867;—*for*,

A "RETURN of Royal Commissions issued from the Year 1861 to the present Time; with the Date and Duration of each Commission; the Subject Matter of Inquiry; the Number and Names of the Commissioners; whether Paid or Unpaid; and the Total Expenses, distinguishing those which were finally paid out of Civil Contingencies (in continuation of Parliamentary Paper, No. 317, of Session 1862)."

I.—Commissions included in former Returns, but not then Expired, viz.:

Appendix.	Date of Commission.	TITLE.	EXPENSE				Remarks.
			Included in former Return.	Incurred since former Return.	Total.	Fund from which Paid.	
			£. s. d.	£. s. d.	£. s. d.		
1	2 Nov. 1841	The Commission for inquiring whether advantage might not be taken of the Rebuilding of the Houses of Parliament for the purpose of Promoting and Encouraging the Fine Arts.	16,110 – –	1,909 16 4	18,019 16 4	Civil Contingencies.	Ceased in 1863.
2	5 Jan. 1857	The Commission for inquiring into the best mode of Distributing the Sewage of Towns, and applying it to beneficial and profitable uses.	1,880 – 9	1,904 11 9	3,784 12 6	Temporary Commission.	Ceased June 1865.
3	21 Apr. 1859	The Commission for inquiring into the Civil, Municipal, and Ecclesiastical Laws of the Island of Jersey.	5,000 7 5	81 – –	5,081 7 5	- ditto - -	Ceased July 1860.
4	31 May 1859	The Commission for inquiring into the Sanitary State of the Indian Army.	- - -	1,915 12 10	1,915 12 10	- ditto - -	Ceased June 1863.
5	20 Aug. 1859	The Commission for inquiring into the Defences of the United Kingdom.	8,041 2 11	54 9 6	8,095 12 5	- ditto - -	Ceased June 1860.
6	15 Feb. 1861	The Commission for inquiring into the Accountant General's Department of the Court of Chancery, and into the provisions for the Custody and Management of the Stocks and Funds of the Court.	96 5 10	1,067 1 5	1,163 7 3	- ditto - -	Ceased March 1864.
7	23 Feb. 1861	The Commission for inquiring into and examining the Plans for Embanking the River Thames within the Metropolis.	570 – –	781 – 6	1,351 – 6	- ditto - -	Ceased July 1861.
8	18 July 1861	The Commission for inquiring into the Endowments and Funds of certain Colleges, Schools, &c., in England, and into the Management of the said Colleges and Schools.	33 8 1	3,726 8 2	3,759 16 3	- ditto - -	Ceased July 1864.
9	6 Dec. 1861	The Commission for examining the Plans for Embanking the Surrey Side of the River Thames within the Metropolis.	- -	1,485 6 2	1,485 6 2	- ditto - -	Ceased in 1863.
10	13 Dec. 1861	The Commission to inquire into the Constitution and Practice of the Superior Courts of Common Law, and Courts of Chancery in England and of Ireland.	31 16 6	5,636 16 –	5,668 12 6	- ditto - -	Ceased in 1866.
		Total Expense of Commissions included in former Return since the date thereof - - - -	- - £.	18,562 2 8			

II.—Commissions not included in former Return, but subsequently appointed; viz.

Appendix.	Date of Commission.	TITLE.	Expense.	Fund from which Paid.	Remarks.
			£. s. d.		
11	26 Apr. 1859	The Commission to inquire into the Laws regulating the Sale and Consumption of Exciseable Liquors in Scotland.	1,201 14 –	Temporary Commissions.	Ceased in 1862.
12	2 Dec. 1861	The Commission to prepare a body of Substantive Law for India.	No expense charged on Imperial Fund.		
13	18 Feb. 1862	The Commission for inquiring into the Employment of Children and Young Persons in Trade and Manufactures, not already regulated by Law.	8,391 6 4	- ditto - - -	Still existing.
14	27 Feb. 1862	The Commission to inquire into the Condition of all Mines in Great Britain to which the Provisions of the Act 23 & 24 Vict. c. 151 do not apply.	5,193 13 3	- ditto - - -	Ceased in 1864.
15	16 May 1862	The Commission to inquire into the Organization of the Volunteer Force.	383 11 8	- ditto - - -	Ceased in 1862.
16	12 Aug. 1862	The Commission to inquire into the Operation of the Acts relating to Trawling for Herring.	926 18 11	- ditto - - -	Ceased in 1863.
17	1 Sept. 1862	The Commission to inquire into the working of the Law relating to Letters Patent for Inventions.	1,424 6 –	- ditto - - -	Ceased in 1864. *N. B.*—Account not rendered.
18	29 Dec. 1862	The Commission to inquire into the Operation of the Act 16 & 17 Vict., intituled "An Act to substitute, in certain cases, other Punishments in lieu of Transportation."	701 11 4	- ditto - - -	Ceased in 1863.
19	2 Feb. 1863	The Commission to inquire into the present Condition of the Royal Academy in relation to the Fine Arts.	516 10 6	- ditto - - -	- ditto.
20	8 May 1863	The Commission to inquire into the Position of certain Colonels promoted for distinguished Services.	84 12 3	- ditto - - -	- ditto.
21	21 Sept. 1863	The Commission to inquire into the Sea Fisheries of Great Britain and Ireland, with the view of increasing the Supply of a favourite and nutritious article of Food for the Benefit of the Public.	4,069 3 7	- ditto - - -	Ceased in 1865.
22	21 Sept. 1863	The Commission to inquire into the Constitution, Establishment, Practice, Procedure, and Fees of the High Court of Admiralty in Ireland.	742 15 8	- ditto - - -	Ceased in 1864.
23	3 Feb. 1864	The Commission to inquire into the realization of Army Prize Property, and its mode of Distribution.	287 17 5	- ditto - - -	- ditto.
24	8 Feb. 1864	The Commission to inquire into the various forms of Subscriptions and Declarations required to be made by the Clergy.	889 4 5	- ditto - - -	Ceased in 1865.
25	13 June 1864	The Commission to consider as to the Remuneration to Artists who have been engaged to execute Wall Paintings in the New Palace of Westminster.	No expenses incurred.	- - - -	Ceased July 1864.
26	8 July 1864	The Commission to inquire into the Provisions and Operation of the Laws now in force, under and by virtue of which the Punishment of Death may be inflicted upon Persons Convicted of certain Crimes.	1,335 6 1	- ditto - - -	Ceased in 1866.
27	16 Aug. 1864	The Commission to inquire into the Schools in Scotland	8,264 13 1	- ditto - - -	Still existing.
28	17 Nov. 1864	The Commission to consider the Law relating to the Landlords' Right of Hypothec in Scotland.	978 5 7	- ditto - - -	Ceased June 1865.
29	28 Dec. 1864	The Commission to inquire into the Education given in Schools not comprised within the scope of former Commissions for inquiring into state of Popular Education in England, and into certain Colleges, Schools, and Foundations therein named.	12,900 7 –	- ditto - - -	Still existing.
30	11 Mar. 1865	The Commission to inquire into the Charge made by the several Railway Companies of the United Kingdom for the Conveyance of Passengers, Parcels, Goods, Minerals, Animals, &c.	2,474 12 2	- ditto - - -	- ditto.
31	28 Mar. 1865	The Commission to inquire into the State and Operation of the various Laws now in force in the different parts of the United Kingdom with respect to the Constitution and Proof of the Contract of Marriage.	1,739 4 10	- ditto - - -	- ditto.
32	27 Apr. 1865	The Commission to advise the Queen as to the best mode by which Products of Industry and of the Fine Arts of the United Kingdom and the Colonies may be procured and sent to the Paris Exhibition.	- -	- - - -	*See* page 16.
33	18 May 1865	The Commission to inquire how far the present use of Rivers or Running Waters in England, for the purpose of carrying off the Sewage of Towns and Populous Places, and the Refuse arising from Industrial Processes and Manufactures, can be prevented without risk to the Public Health or serious injury to such Processes and Manufactures, and how far such Sewage and Refuse can be utilized or got rid of otherwise than by discharge into Rivers or Running Waters, or rendered harmless before reaching them.	5,720 9 –	- ditto - - -	Still existing.
		Carried forward - - - £.	58,226 3 1		

II.—Commissions not included in former Return, but subsequently appointed—*continued.*

Appendix.	Date of Commission.	TITLE.	Expense.	Fund from which Paid.	Remarks.
			£. s. d.		
		Brought forward - - - -	58,226 3 1		
34	29 June 1865	The Commission to advise and report on the sufficiency of Lands to be acquired for the Building and Construction of the Courts of Justice, under the Acts of 1865.	1,168 18 11	Temporary Commissions.	Still existing.
35	29 Sept. 1865	The Commission to investigate the original Nature of the prevailing Disorder among the Cattle.	3,091 14 11	- ditto - - -	Ceased in 1866.
36	30 Dec. 1865	The Commission appointed to inquire into the Circumstances of the Outbreak in Jamaica.	9,597 11 4	- ditto - - -	- ditto.
37	9 May 1866	The Commission to inquire into the Recruiting for the Army.	478 13 –	- ditto - - -	- ditto.
38	17 May 1866	The Commission to inquire what Oaths, Affirmations, and Declarations are required to be taken.	256 17 5	- ditto - - -	Still existing.
39	16 June 1866	The Commission for inquiring into the existence of Bribery at the last Election for the Town of Great Yarmouth.	700 – – (advance).	- ditto - - -	Accounts of Commission under examition.
40	16 June 1866	The Commission to inquire into the existence of Bribery at the last Election for the Town of Lancaster.	700 – – (advance).	- ditto - - -	- ditto.
41	16 June 1866	The Commission for inquiring into the existence of Bribery at the last Election for the Town of Totnes.	900 – – (advance).	- ditto - - -	- ditto.
42	16 June 1866	The Commission for inquiring into the existence of Bribery at the last Election for the Town of Reigate.	700 – –	- ditto - - -	- ditto.
43	28 June 1866	The Committee to investigate the probable Quantity of Coal contained in the Coal Fields of the United Kingdom.	133 15 8	- ditto - - -	Still existing
44	22 Nov. 1866	The Commission to inquire into the expediency of a Digest of Law.	—		
45	24 Dec. 1866	The Commission to ascertain what Supply of Unpolluted Water can be obtained from the High Grounds of England and Wales.	—		
46	30 Jan. 1867	The Commission to inquire into and consider the character, working, and effect of the Laws of the Realm available for the Enforcement of Neutrality.	—		
47	12 Feb. 1867	The Commission to inquire into and report on the Effect produced by Trades Unions and Associations on Workmen and Employers.	—		
		TOTAL Expense on account of Commissions of Inquiry appointed since the last Return (No. 317, of Sess. 1862) - - - £.	75,953 14 4		

RECAPITULATION.

	£. s. d.
Total Expense of Commissions, as shown in last Return (No. 317, of 1862) - - -	877,183 7 11
Further Expense of Commissions in former Return (incurred since) - - - - - -	18,562 2 8
Expense of Commissions appointed since former Return - - - - - - - -	75,953 14 4
TOTAL Aggregate Expense of Commissions of Inquiry since 1830 - - - £.	971,699 4 11

Treasury Chambers,
1 May 1867.

(signed) GEORGE WARD HUNT.

APPENDIX.

No. 1.

FINE ARTS COMMISSION.

THE Commission was appointed on the 22nd of November 1841.

The Commissioners appointed were 31 in number; and were unpaid.

	£.	s.	d.
Amount expended from the commencement up to 22 November 1861, as shown in former Return (No. 317, of 1862) - - - - - - - - -	16,110	–	–
Since expended - - - - - - - - - - - - -	1,909	16	4
£.	18,019	16	4

(Paid from Vote for Civil Contingencies.)

Commission ceased December 1863.

No. 2.

SEWAGE COMMISSION.

THE Commission for Inquiring into the best mode of Distributing the Sewage of Towns, and applying it to beneficial and profitable uses; appointed 5 January 1857.

Six Commissioners.

The Commissioners receive no salary.

	£.	s.	d.
Amount expended as shown in former Returns (Parliamentary Paper, No. 317, of 1862) - - - - - - - - - - - - -	1,880	–	9
Since expended - - - - - - - - - - - - -	1,904	11	9
Total Expenses of Commission - - £.	3,784	12	6

(Paid from Vote for Temporary Commissions.)

Ceased June 1865.

Final Report presented to Parliament, 24 March 1865, No. [3472.]

No. 3.

JERSEY LAWS COMMISSION.

THE Commission for Inquiring into the Civil, Municipal, and Ecclesiastical Laws of Jersey; appointed 21 April 1859.

	£.	s.	d.
Amount expended, as shown in former Account (Parliamentary Paper, No. 317, of 1862) - - - - - - - - - - - - -	5,000	7	5
Since paid—			
For preparing an Index and Analysis of the Evidence taken before the Commissioners - - - - - - - - - - - - -	81	–	–
Total Cost of the Commission - - £.	5,081	7	5

(Paid from Vote for Temporary Commissions.)

Ceased July 1860.

Report presented to Parliament 1860, No. [2725.]

No. 4.

SANITARY STATE OF ARMY IN INDIA.

THE Commission for Inquiring into the Sanitary State of the Army in India; appointed 31 May 1859.

Eight Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary from the commencement to the termination of the Commission	937	10	–
Shorthand Writers	234	15	6
Clerks for Statistics	271	18	9
Copying Clerks	172	13	6
Witnesses	58	15	8
Report on Meteorology of India	209	5	–
Sundries	30	14	5
Total Expense of Commission £.	1,915	12	10

(Paid from Vote for Temporary Commissions.)

Ceased June 1863.

Report presented to Parliament, No. [3184.]

No. 5.

DEFENCE OF THE REALM COMMISSION.

THE Commission for Inquiring into the Defences of the United Kingdom; appointed 20 August 1859.

Seven Commissioners (unpaid).

	£.	s.	d.
Amount expended from the commencement up to June 1860, when the Commission ceased (*see* Parliamentary Paper, No. 317, of 1862)	8,041	2	11
Since expended:—			
Personal and Travelling Expenses of one of the Commissioners	46	4	–
Expenses of a Witness	8	5	6
Total Expenses of Commission £.	8,095	12	5

(Paid out of Vote for Temporary Commissions.)

Ceased June 1860.

No. 6.

CHANCERY FUNDS INQUIRY COMMISSION.

THE Commission for Inquiring into the Accountant General's Department of the Court of Chancery, and into the Provisions for the Custody and Management of the Stocks and Funds of the Court.

Nine Commissioners (unpaid).

	£. s. d.	£. s. d.
Amount expended, as shown in former Return, No. 317, of 1862	- -	96 5 10
Since expended :—		
Salary of the Secretary from the commencement to the termination of the Commission	750 – –	
Messenger's salary for the whole period, 237*l.*, of which 61*l.* 10*s.* is charged in former Return, No 317, of 1862	175 10 –	
Sundries, 71*l.* 7*s.* 3*d.*, of which 34*l.* 15*s.* 10*d.* appeared in former Return	36 11 5	
Clerical assistance	105 – –	
		1,067 1 5
Total Cost of Commission £.		1,163 7 3

(Out of Vote for Temporary Commissions.)

Ceased 31 March 1864.

Report presented to Parliament 1864, No. [3280.]

No. 7.

THAMES EMBANKMENT (NORTH SIDE) COMMISSION.

THE Commission for Inquiring into and Examining the Plans for Embanking the River Thames within the Metropolis; appointed 23 February 1861.

	£. s. d.	£. s. d.
Amount expended as shown in former Return, No. 317, Session 1862	- -	570 – –
Since paid, as shown below	- -	781 – 6
Remuneration to Secretary	300 – –	
Clerk and Messenger	157 14 2	
Shorthand Writing	105 – –	
Surveyor	588 – –	
Lithographing Plans	145 2 6	
Incidental Expenses	55 3 10	
	1,351 6 6	
Deduct amount included in last Return	570 – –	
Paid since last Return £.	781 – 6	1,351 – 6

(Out of the Vote for Temporary Commissions.)

Ceased July 1861.

Report presented to Parliament 1861, No. [2872.]

No. 8.

COLLEGES AND SCHOOLS COMMISSION.

Commission for Inquiring into the Endowments and Funds of certain Colleges, Schools, &c. in England, and into the Management of the said Colleges and Schools; appointed 18 July 1861.

Seven Commissioners (unpaid).

	£. s. d.	£. s. d.
Amount expended as shown in former Return, No. 317, Session 1862	- -	33 8 1
Since paid, as shown below:		
Personal and Travelling Expenses of Commissioners and Secretary	398 11 2	
Payments to Witnesses	41 4 6	
Remuneration to Secretary, Clerks and Messengers	2,072 19 1	
Shorthand writing	943 19 6	
Incidental expenses	303 2 –	
	3,759 16 3	
Less, included as above stated	33 8 1	
		3,726 8 2
	£.	3,759 16 3

(Out of the Vote for Temporary Commissions.)

Ceased July 1864.

Report presented to Parliament 1864, No. [3288.]

No. 9.

THAMES EMBANKMENT (SURREY SIDE) COMMISSION.

The Commission to Examine the Plans for Embanking the Surrey Side of the River Thames within the Metropolis; appointed 6 December 1861. *See* Parl. Paper, No. 317 of 1862.

Seven Commissioners (unpaid).

	£. s. d.
Remuneration to Secretary	750 – –
Clerk and Messenger	214 10 –
Shorthand Writing	150 9 4
Surveyor	210 – –
Lithographing Plans	122 10 –
Incidental Expenses	37 16 10
£.	1,485 6 2

(Out of the Vote for Temporary Commissions.)

Ceased 1863.

No. 10.

ENGLISH AND IRISH CHANCERY AND LAW COMMISSION.

THE Commission to inquire into the Superior Courts of Common Law and Courts of Chancery in England and Ireland; appointed 13 December 1861.

Sixteen Commissioners (unpaid).

The expenses were as follows:	£.	s.	d.
Travelling and personal expenses of Commissioners, Secretary, &c.	446	8	11
Salaries of Secretaries, Clerks, and Messengers	4,060	9	6
Fees to Barristers for drawing Statements as to practice and procedure of the Common Law and Equity Courts in England and Ireland, &c.	997	10	–
Shorthand writing	27	5	8
Incidental expenses	136	18	5
TOTAL Cost of the Commission £.	5,668	12	6

(Out of the Vote for Temporary Commissions.)

Ceased July 1866.

Report presented to Parliament in 1866.

No. 11.

LICENSING SYSTEM (SCOTLAND) COMMISSION.

THE Commission to inquire into the Laws regulating the Sale and Consumption of Excisable Liquors in Scotland; appointed 26 April 1859.

Seven Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	645	–	–
For preparing an Index to the Report	80	–	–
Sundries	476	14	–
TOTAL Expenses of Commission £.	1,201	14	–

(From Vote for Temporary Commissions.)

Commission ceased 1862.

No. 12.

INDIAN LAW COMMISSION.

THE Commission to prepare a body of substantive Law for India; appointed 2 December 1861.

Six Commissioners.

No expense on account of this Commission appears to have been charged on Imperial Funds.

No. 13.

CHILDREN'S EMPLOYMENT COMMISSION.

The Commissioners for inquiring into the Employment of Children and Young Persons in Trades and Manufactures not already regulated by law; appointed 18 February 1862.

Three Commissioners (unpaid).

The expenses are as follows:—	£.	s.	d.
Salaries of Assistant Commissioners	4,065	–	–
Travelling and personal expenses of ditto (including 54 *l.* 16 *s.* 2 *d.* to be accounted for)	2,120	13	10
Secretary's remuneration	1,385	–	–
Clerk and Messenger	741	5	8
Incidental expenses (including 14 *l.* 4 *s.* 10 *d.* to be accounted for)	79	6	10
Total Expense of Commission £.	8,391	6	4

(Out of the Vote for Temporary Commissions.)

Still existing.

No. 14.

MINES COMMISSION.

The Commission to inquire into the condition of all Mines in Great Britain to which the provisions of the Act 23 & 24 Vict. c. 151 do not apply; appointed 27 February 1862.

Eight Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	921	2	2
Shorthand writers	652	3	3
To Dr. Peacock, for his services in investigating the cause of the Miners' disease	105	–	–
For Analyses on the Air of Mines	700	–	–
Travelling expenses, employment of Civil Engineers, and sundries	2,815	7	10
Total Expense of Commission £.	5,193	13	3

(Paid out of Vote for Temporary Commissions).

Ceased July 1864.

Report presented to Parliament July 1864, No. [3389.]

No. 15.

VOLUNTEER FORCE COMMISSION.

THE Commission to inquire into the Organization, &c. of the Volunteer Force; appointed 16 May 1862.

Thirteen Commissioners (unpaid).

	£.	s.	d.
Remuneration to the Secretary	100	–	–
Pay of clerk	48	–	–
Shorthand writer	159	–	–
Sundries	6	9	6
Witnesses	70	2	2
TOTAL Cost of the Commission £.	383	11	8

(Out of Vote for Temporary Commissions).

Ceased 1862.

Report presented to Parliament in 1862, No. [3053.]

No. 16.

HERRING TRAWLING COMMISSION (SCOTLAND).

THE Commission to inquire into the Operation of the Act relating to Trawling for Herring; appointed 12 August 1862.

Three Commissioners.

	£.	s.	d.
Remuneration of Commissioners	668	18	–
Other expenses	258	–	11
TOTAL Expenses of the Commission £.	926	18	11

(Out of Vote for Temporary Commissions).

Ceased 1863.

Report presented to Parliament in 1863, No. [3106.]

No. 17.

PATENT LAW COMMISSION.

THE Commission to inquire into the Working of the Law relating to Letters Patent for Inventions; appointed 1 September 1862.

Eleven Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	799	14	6*
Clerk and messenger	182	–	–
Shorthand writer	142	11	6
Sundries (advances)	300	–	–*
TOTAL Cost of the Commission £.	1,424	6	–

(Paid out of Vote for Temporary Commissions.)

Commission ceased in 1864.

* A claim has been made on the secretary for an overissue of salary, and he has been called upon to render a final account of the expenses of the Commission. Any balance remaining due will therefore be carried to the Vote for Temporary Commissions.

No. 18.
PENAL SERVITUDE COMMISSION.

THE Commission to inquire into the Operation of the Act 16 & 17 Vict., intituled, "An Act to substitute, in certain Cases, other Punishments in lieu of Transportation;" appointed 29 December 1862.

Twelve Commissioners (unpaid).

The expenses incurred were as follows:—	£.	s.	d.
Remuneration to the Secretary	250	–	–
Shorthand writers	201	1	4
Payments to witnesses	74	8	6
Clerk's salary	48	–	–
Messenger's salary	30	–	–
Index of the evidence taken	21	–	–
To Mr. Evans, for a report on the work done in convict prisons	35	2	4
To Mr. Palmer	30	–	–
Postage and miscellaneous expenses	11	19	2
TOTAL Cost of the Commission £.	701	11	4

(Paid from Vote for Temporary Commissions.)

Ceased in June 1863.

Report presented to Parliament, 29 June 1863, No. [3190.]

No. 19.
ROYAL ACADEMY COMMISSION.

THE Commission for inquiring into the present Condition of the Royal Academy in relation to the Fine Arts; appointed 2 February 1863.

Seven Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	250	–	–
Salary of messenger	17	–	9
Shorthand writers	230	19	4
Sundries	18	10	5
TOTAL Cost of the Commission £.	516	10	6

(Out of Vote for Temporary Commissions.)

Ceased 1 September 1863.

Report presented to Parliament, July 1863, No. [3205.]

No. 20.

CLAIMS OF FIELD OFFICERS COMMISSION.

THE Commission to inquire into the position of certain Colonels promoted for distinguished Services; appointed 8 May 1863.

Nine Commissioners (unpaid).

The expenses incurred were as follows:—	£.	s.	d.
Allowances to witnesses	13	15	2
Remuneration to the Secretary	25	–	–
Shorthand writers	43	2	–
Incidental expenses	2	15	1
TOTAL Cost of the Commission £.	84	12	3

(Out of Vote for Temporary Commissions.)

Ceased on 4 July 1863.

Report presented to Parliament, 3 July 1863, No. [3196.]

No. 21.

SEA FISHERIES OF THE UNITED KINGDOM COMMISSION.

The Commission to inquire into the Sea Fisheries of Great Britain and Ireland; appointed 21 September 1863.

Two Commissioners unpaid, and one paid.

The expenses were as follows:—	£.	s.	d.
Fees to the paid Commissioner	312	–	–
Travelling and personal expenses of the Commissioners and Secretary	1,450	5	10
Shorthand writers	1,307	–	–
Remuneration to the Secretary	631	15	10
Preparing Index of Evidence	120	–	–
Sundries, expenses	248	1	11
TOTAL Cost of the Commission £.	4,069	3	7

Ceased August 1865.

Report presented to Parliament in February 1866, No. [3596.]

No. 22.

HIGH COURT OF ADMIRALTY IN IRELAND COMMISSION.

Commission for inquiring into the Constitution, Establishment, Practice, Procedure, and Fees of the High Court of Admiralty in Ireland; appointed 21 September 1863.

Ten Commissioners (unpaid).

The expenses were as follows:—	£.	s.	d.
Commissioners' and Secretary's travelling expenses	157	8	–
Remuneration to the Secretaries	300	–	–
Clerks and Messengers	261	17	11
Postage and incidental expenses	23	9	9
TOTAL Cost of the Commission £.	742	15	8

(Out of Vote for Temporary Commissions.)

Ceased in May 1864.

Report presented to Parliament in 1864.

No. 23.

ARMY PRIZE COMMISSION.

THE Commission to inquire into the realisation of Army Prize Property, and its mode of distribution; appointed 3 February 1864.

Five Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	200	–	–
Shorthand-writers	31	13	4
Travelling expenses	20	4	–
Sundries	36	–	1
TOTAL Expense of Commission £.	287	17	5

(Out of Vote for Temporary Commissions.)

Ceased in 1864.

Report presented to Parliament in 1864, No. [3333.]

No. 24.

CLERICAL SUBSCRIPTION COMMISSION.

The Commission to inquire into the various forms of Subscription and Declaration required to be made by the Clergy; appointed 8 February 1864.

Twenty-seven Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	408	17	9
Salaries of Clerk and Messenger	173	4	7
Travelling expenses	249	6	6
Sundries	57	15	7
Total Cost of Commission £.	889	4	5

(Out of Vote for Temporary Commissions.)

Ceased February 1865.

Report presented to Parliament in 1865, No. [3441.]

No. 25.

NEW PALACE OF WESTMINSTER COMMISSION.

The Commission to consider as to the Remuneration to Artists who have been engaged to execute Wall Paintings in the New Palace of Westminster; appointed 13 June 1864.

Five Commissioners (unpaid).

There was a Secretary (unpaid).

No expenses were incurred.

Commission ceased in July 1864.

Report presented to Parliament in July 1864, No. [3410.]

No. 26.

CAPITAL PUNISHMENT COMMISSION.

THE Commission to inquire into the Provisions and Operation of the Laws now in force, under and by virtue of which the Punishment of Death may be inflicted upon persons convicted of certain Crimes; appointed 8 July 1864.

Twelve Commissioners (unpaid).	£.	s.	d.
Salary of Secretary	702	3	10
Clerk and Messenger	272	12	10
Shorthand writer	181	16	–
Sundries	178	13	5
TOTAL Cost of the Commission £.	1,335	6	1

(Out of Vote for Temporary Commissions.)

Commission ceased March 1866.

Report presented to Parliament in 1866, No. [3590].

No. 27

EDUCATION IN SCOTLAND COMMISSION.

THE Commission to inquire into the Schools in Scotland; appointed 16 August 1864.

Fifteen Commissioners (unpaid).	£.	s.	d.
Salary of Secretary	1,425	–	–
Salary of Clerk and Messenger	269	7	8
Shorthand writers	225	14	–
Remuneration to Assistant Commissioners	2,000	–	–
Remuneration to American Assistant Commissioner	150	–	–
Travelling expenses and witnesses	126	–	2
Travelling expenses of Assistant Commissioners, and salaries of their clerks	2,757	19	8
Sums paid to Registrars for collecting statistics	1,022	7	6
Sundries	288	4	1
TOTAL Cost of the Commission to 31 December 1866 £.	8,264	13	1

(Out of Vote for Temporary Commissions.)

Still existing.

First Report to Parliament in 1865, No. [3483.]

No. 28.

LANDLORD'S RIGHT OF HYPOTHEC IN SCOTLAND COMMISSION.

The Commission to consider the Law relating to the Landlord's Right of Hypothec in Scotland; appointed 17 November 1864.

Eleven Commissioners (unpaid).	£.	s.	d.
Salary of Secretary	400	–	–
Travelling expenses of Commissioners and witnesses	266	4	2
Shorthand writer	206	14	–
Sundries, including clerk	105	7	5
Total Cost of the Commission £.	978	5	7

(Paid from Vote for Temporary Commissions.)

Commission ceased in June 1865.

Report presented to Parliament, No. [3546.]

No. 29.

SCHOOLS INQUIRY COMMISSION.

The Commission to inquire into the Education given in Schools not comprised within the scope of former Commissions for inquiring into the state of Popular Education in England, and into certain Colleges, Schools, and Foundations therein named; appointed 28 December 1864.

Twelve Commissioners (unpaid).

The Expenses incurred are as follows:—	£.	s.	d.
Commissioners' travelling and personal expenses	360	18	3
Salaries of Assistant Commissioners	6,308	5	7
Travelling and incidental expenses of Assistant Commissioners	3,278	11	7
Payment to witnesses	164	10	–
Remuneration to secretary, clerks, and messengers	2,015	1	–
Shorthand writing	660	10	8
Incidental expenses	112	9	11
Total Cost of the Commission £.	12,900	7	–

(Out of the Vote for Temporary Commissions.)

Still existing.

A sum of 74*l.* 14*s.* 5*d.* remained in the hands of the Secretary on the 1st January last on account of current expenses.

No. 30.

RAILWAY COMMISSION.

The Commission to inquire into the charge made by the several Railway Companies of the United Kingdom for the conveyance of Passengers, Parcels, Goods, Minerals, Animals, &c.; appointed 11 March 1865.

Fourteen Commissioners (unpaid).	£.	s.	d.
Salary of Secretary	1,246	13	4
Clerk and messenger	279	14	5
Shorthand writers (1st account)	388	12	8
Sundries up to time of last audit of accounts	559	11	9
Total Cost of the Commission £.	2,474	12	2

(Out of Vote for Temporary Commissions.)

Commission still existing.

No. 31.

MARRIAGE LAWS COMMISSION.

THE Commission to inquire into the State and Operation of the various Laws now in force in the different parts of the United Kingdom with respect to the constitution and proof of the Contract of Marriage; appointed 28 March 1865.

Fourteen Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	875	–	–
Salary of Clerk and Messenger	294	12	–
Shorthand writer	105	6	8
Fees to the writers of the Precis of the Marriage Laws of England, of Scotland, and of Ireland	315	–	–
Sundries	149	6	2
TOTAL Cost of the Commission £.	1,739	4	10

(Out of Vote for Temporary Commissions.)

Still existing.

No. 32.

PARIS EXHIBITION COMMISSION.

THE Commission to advise the Queen as to the best mode by which Products of Industry and of the Fine Arts of the United Kingdom and the Colonies may be procured and sent to the Paris Exhibition; appointed 27 April 1865.

Seventy Commissioners (unpaid).

Special Votes of Parliament have been taken on account of this service.

The correspondence relative to the expenditure of this Commission will shortly be laid before Parliament.

Still existing.

No. 33.

POLLUTION OF RIVERS COMMISSION.

COMMISSION for the purpose of inquiring how far the present use of Rivers or Running Waters in England for the purpose of carrying off the Sewage of Towns and Populous Places, and the Refuse arising from Industrial Processes and Manufactures, can be prevented without risk to the Public Health or serious injury to such Processes and Manufactures, and how far such Sewage and Refuse can be utilized or got rid of otherwise than by discharge into Rivers or Running Waters, or rendered harmless before reaching them; appointed 18 May 1865.

Three Commissioners (paid).

The expenses are as follows:—

	£.	s.	d.
Payment to Commissioners	2,570	6	6
Secretary, Office Assistant, and Messenger	1,057	11	3
Travelling expenses of Commissioners, Secretary, &c.	881	11	9
Shorthand writing	268	2	11
Expenses of Laboratory	534	8	4
Incidental expenses	408	8	3
TOTAL Cost of the Commission £.	5,720	9	–

(Out of Vote for Temporary Commissions.)

Still existing.

No. 34.

COURTS OF JUSTICE CONCENTRATION COMMISSION.

The Commission to Advise and Report on the Sufficiency of Lands to be acquired for the Building and Concentration of the Courts of Justice under the Acts of 1865; appointed 29 June 1865.

Twenty Commissioners (unpaid).

There is a Secretary, whose services are strictly honorary.

	£.	s.	d.
Salaries of Architectural Clerk, Assistant Secretary, Clerk, and Messenger	821	3	10
Shorthand Writers	97	18	–
Sundries	249	17	1
Total Cost of the Commission £.	1,168	18	11

(Paid out of Vote for Temporary Commissions.)

Commission still existing.

No. 35.

CATTLE DISEASE COMMISSION.

The Commission to Investigate the Original Nature of the Disorder prevailing among the Cattle; appointed 29 September 1865.

Twelve Commissioners.

	£.	s.	d.
Salary of Secretary	377	14	4
Salary of Clerk and Messenger	166	3	4
Sundries	103	–	4
Fees and Travelling Expenses paid to Medical Men and others for conducting Experiments	2,175	13	2
Shorthand Writers	164	12	8
Travelling Expenses of Witnesses	104	11	1
Total Cost of the Commission £.	3,091	14	11

(Paid out of Vote for Temporary Commissions.)

Commission ceased 1866.

Report presented to Parliament.

No. 36.

JAMAICA COMMISSION.

The Commission appointed to Inquire into the Circumstances of the Outbreak in Jamaica; appointed 30 December 1865.

Three Commissioners (two unpaid and one paid).

The expenses incurred, were as follows:—	£.	s.	d.
Remuneration to persons for performing the duties of the Recorder during the absence of Mr. Russell Gurney	1,000	–	–
Payment to Sir H. Storks for extraordinary expenses incurred by him	1,500	–	–
Remuneration to Mr. Maule (Commissioner)	2,000	–	–
Entertainment on board Her Majesty's Ships, and travelling expenses of the Commissioners and Secretary	648	13	9
Remuneration to Secretary	747	12	–
Witnesses Expenses	532	14	3
Shorthand Writing	1,729	3	1
Solicitor's Bills	355	–	6
Printing	739	18	–
Incidental Expenses	344	9	9
Total Cost of the Commission £.	9,597	11	4

(Out of the Vote for Temporary Commissions.)

Ceased.

Report presented to Parliament in 1866, No. [3683].

No. 37.

RECRUITING COMMISSION.

THE Commission to Inquire into the Recruiting for the Army; appointed 9 May 1866.

Twelve Commissioners (unpaid).

	£.	s.	d.
Salary of the Secretary	181	12	5
Shorthand Writers	149	6	8
Travelling Expenses and Sundries	147	13	11
Total Expenses of Commission £.	478	13	–

(From Temporary Commissions.)

Ceased November 1866.

Report presented to Parliament in 1867, No. [3752].

No. 38.

OATHS COMMISSION.

THE Commission to Inquire what Oaths, Affirmations, and Declarations are required to be taken; appointed 17 May 1866.

Thirteen Commissioners (unpaid).

	£.	s.	d.
Salary of Secretary	102	3	11
Salaries of Clerk and Messenger	54	13	6
Assistance in compiling List of Oaths and Affirmations	100	–	–
Total Cost of the Commission £.	256	17	5

(Out of Vote for Temporary Commissions.)

Commission still existing.

No. 39.

GREAT YARMOUTH ELECTION COMMISSION.

THE Commission for Inquiring into the existence of Bribery at the last Election for the Town of Great Yarmouth; appointed 16 June 1866.

Three Commissioners (receiving payment).

A sum of 700 *l.* was advanced to the Secretary of this Commission in 1866.

The accounts of the Commission have been received, and are now being examined.

A Return of the expenses will be laid before Parliament as soon as the examination of the accounts is completed, in pursuance of the Address of the House of Commons, dated 15 March 1867.

No. 40.

LANCASTER ELECTION COMMISSION.

THE Commission for Inquiring into the existence of Bribery at the last lection for the Town of Lancaster; appointed 16 June 1866.

Three Commissioners (receiving payment).

A sum of 700 *l.* was advanced to the Secretary of this Commission in 1866.

The accounts of the Commission have been received and are now being examined.

A Return of the expenses will be laid before Parliament as soon as the examination of the accounts is completed, in pursuance of the Address of the House of Commons, dated 15 March 1867.

No. 41.

TOTNES ELECTION COMMISSION.

THE Commission for Inquiring into the existence of Bribery at the last Election for the Town of Totnes; appointed 16 June 1866.

Three Commissioners (receiving payment).

A sum of 900 *l.* was advanced to the Secretary of this Commission in 1866.

The accounts of the Commission have been received and are now being examined.

A Return of the expenses will be laid before Parliament as soon as the examination of the accounts is completed, in pursuance of the Address of the House of Commons, dated 15 March 1867.

No. 42.

REIGATE ELECTION COMMISSION.

THE Commission for Inquiring into the existence of Bribery at the last Election for the Town of Reigate; appointed 16 June 1866.

Three Commissioners (receiving payment).

A sum of 700 *l.* was advanced to the Secretary of this Commission in 1866.

The accounts of the Commission have been received and are now being examined.

A Return of the expenses will be laid before Parliament as soon as the examination of the accounts is completed, in pursuance of the Address of the House of Commons, dated 15 March 1867.

No. 43.

COAL COMMISSION.

THE Commission to investigate the Probable Quantity of Coal contained in the Coal Fields of the United Kingdom; appointed 28 June 1866.

Sixteen Commissioners (unpaid).

There is a Secretary with a salary of 400 *l.* per annum, but no charge on account thereof is included in account to 31 December 1866.

Sundry expenses of Commission, 133 *l.* 15 *s.* 8 *d.*

(Out of Temporary Commissions.)

Still existing.

No. 44.

DIGEST OF LAW COMMISSION.

THE Commission to inquire into the expediency of a Digest of Law, and of exhibiting in, a Compendious Form, the Law as embodied in Judicial Decisions; appointed 22 November 1866.

Thirteen Commissioners (unpaid).

No accounts yet rendered.

No. 45.

WATER SUPPLY COMMISSION.

THE Commission to ascertain what supply of Unpolluted Water can be obtained from the High Grounds of England and Wales, and how the same can be best distributed; appointed 24 December 1866.

Six Commissioners.

No accounts yet rendered.

No. 46.

NEUTRALITY LAWS COMMISSION.

THE Commission to inquire into the Working an Effect of the Laws of the Realm available for the enforcement of Neutrality; appointed 30 January 1867.

Thirteen Commissioners (unpaid).

No accounts yet rendered.

No. 47.

TRADES UNIONS COMMISSION.

THE Commission to inquire into the Effect produced by Trades Unions and Associations on Workmen and Employers; appointed 12 February 1867.

Eleven Commissioners (unpaid).

No accounts yet rendered.

ROYAL COMMISSIONS.

RETURN of Royal Commissions issued from the Year 1861 to the present Time; with the Date and Duration of each Commission; the Subject Matter of Inquiry; the Number and Names of the Commissioners; whether Paid or Unpaid; and the Total Expenses, distinguishing those which were finally paid out of Civil Contingencies (in continuation of Parliamentary Paper, No. 317, of Session 1862).

(*Colonel Sykes.*)

Ordered, by The House of Commons, *to be Printed,*
3 *May* 1867.

261.

Under 3 *oz.*

RUSSIAN DUTCH LOAN.

AN ACCOUNT of the Sums which have been paid and applied within the Year 1866, by virtue of an Act, 55 Geo. 3, c. 115, intituled, "An Act for carrying into effect a Convention between His Majesty, and the King of the Netherlands, and the Emperor of All the Russias, for paying and satisfying the Interest on the part of the Loan therein agreed to be borne by His Majesty, on all or any of the Securities therein mentioned, and towards paying and satisfying the Principal thereof (in case the Principal of any of the said Securities shall have been paid), and also for paying the Expenses of carrying the said Act into execution, and the Sinking Fund for the Extinction of the same."

Dr. *Cr.*

DATE.	PARTICULARS.	PRINCIPAL.	Interest at 5 per Cent. per Annum.	DATE.	PARTICULARS.	PRINCIPAL.	Interest at 5 per Cent. per Annum.
1866:		*Florins.*	*Florins.*	1866:		*Florins.*	*Florins.*
	To original portion of the Loan guaranteed by Great Britain in the year 1815 - - -	25,000,000	—		By amount of Principal paid off by the Sinking Fund from the 1st January 1816 to the 31st December 1865 - - - - - - -	12,500,000	—
30 June -	To half-year's interest accrued on 250,000 florins, the amount of the Sinking Fund - - -	- - -	6,250	30 June -	By amount of Bills drawn this month by Messrs. Hope & Co., of Amsterdam, agents to the Russian Government, for the Sinking Fund for the year ending 31 December 1866, at the rate of one per cent. on 25,000,000 florins, with interest on 250,000 florins for six months to the 30th June 1866 - - - - - - - - -	250,000	6,250
31 December	To one year's interest accrued on 12,250,000 florins, the Principal remaining due, after deducting 250,000 florins for Sinking Fund paid in June 1866 - - - - - - - - -	- - -	612,500	31 December	By amount of Bills drawn this month by Messrs. Hope & Co., for one year's interest to 31st December 1866, on the capital unliquidated at that date - - - - - - - -	- - -	612,500
				" - -	By balance of Principal remaining due on the 31st December 1866 - - - - - - -	12,250,000	—
	Florins - -	25,000,000	618,750		*Florins* - - -	25,000,000	618,750

N.B.—The Sterling sums paid out of the Consolidated Fund were,—

	£.	s.	d.
In June 1866 - - - - - - - - - - - -	22,060	—	6
In December 1866 - - - - - - - - - - -	52,259	6	4
TOTAL AMOUNT for Interest and Sinking Fund - - - £.	74,319	6	10

Treasury Chambers,
11 February 1867.

GEORGE WARD HUNT.

RUSSIAN DUTCH LOAN.

AN ACCOUNT of the Sums which have been Paid and Applied within the Year 1866, on account of the Russian Dutch Loan.

(*Presented pursuant to Act* 55 *Geo.* 3, *c.* 115.)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

AN ACCOUNT of the TOTAL SUMS issued out of the CONSOLIDATED FUND, and advanced to His Majesty the King of *Sardinia*, by virtue of the Acts 18 Vict. cap. 17, and 19 & 20 Vict. cap. 39; and also of the Sums received to 31st December 1866, for Interest and Sinking Fund thereof.

	INTEREST AND SINKING FUND.			PRINCIPAL.		
	£.	*s.*	*d.*	£.	*s.*	*d.*
ISSUED out of the Consolidated Fund in full of the Sardinian Loan in the years 1855 and 1856	-	-	-	2,000,000	-	-
RECEIVED in the following years, for Interest and Sinking Fund on the above Loan at 4 per Cent. per Annum :						
Interest :—1855	7,500	-	-			
1856	37,350	3	9			
1857	59,391	6	5			
1858	58,769	3	11			
1859	58,127	10	-			
1860	57,466	8	-			
1861	56,785	6	5			
1862	56,083	13	2			
1863	55,360	15	9			
1864	54,616	1	3			
1865	53,848	16	8			
1866	53,058	8	4			
Sinking Fund :—1855	£. 2,500	-	-			
1856	12,450	1	3			
1857	20,808	8	7			
1858	21,230	16	1			
1859	21,872	10	-			
1860	22,533	12	-			
1861	23,214	13	7			
1862	23,916	6	10			
1863	24,639	4	3			
1864	25,383	18	9			
1865	26,151	3	4			
1866	26,941	11	8			
				251,642	6	4
SUM remaining to be discharged - - - - £.				1,748,357	13	8

Whitehall, Treasury Chambers,
11 February 1867.

GEORGE WARD HUNT.

SARDINIAN LOAN.

ACCOUNT of the TOTAL SUMS issued out of the CONSOLIDATED FUND, and advanced to His Majesty the King of *Sardinia*, by virtue of the Acts 18 Vict. cap. 17, and 19 & 20 Vict. cap. 39; and also of the Sums received to 31 December 1866, for Interest and Sinking Fund thereof.

(*Presented pursuant to Acts* 18 *Vict. c.* 17, *s.* 3, *and* 19 *&* 20 *Vict. c.* 39.)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

SAVINGS BANKS.

RETURN to an Order of the Honourable The House of Commons, dated 11 February 1867;—*for*,

RETURN, "in continuation of Parliamentary Paper, No. 212, of Session 1866, of Accounts relating to Savings Banks, for the Year ending the 20th day of November 1866."

RETURN in continuation of Parliamentary Paper, No. 212, of Session 1866, giving, under the Head No. 1, the altered Form of Classification of Depositors' Balances, as rendered by the Banks to the National Debt Commissioners for 1851; and, under Head No. 5, showing, in addition to the detailed Statements there given, the Aggregate Amount of Stocks and Securities Sold and Purchased by the Commissioners on account of Savings Banks for the Year ending on the 20th day of November 1866.

(No. 1.)—ACCOUNTS of the Number of Individual Depositors, and of Charitable Institutions and Friendly Societies depositing their Funds in Savings Banks, and of the Sums Deposited, divided into Classes, as rendered by the Banks to the National Debt Commissioners on the 20th day of November 1866:

(No. 2.)—Of the Amount of Principal Money Received from, and of Interest Credited to, and of Principal and Interest Money Paid to the Trustees of Savings Banks (distinguishing *Great Britain* and *Ireland*), by the National Debt Commissioners, upon the 20th day of November 1866; of the Amount of Money, Principal and Interest, due to the Trustees by the Commissioners, on the 20th day of November 1866; of the Securities held by the Commissioners on the 20th day of November 1866; and of the Value of those Securities at the Prices of that day (stating such Prices), to provide the Amount due by the Commissioners to the Trustees on that day for Principal and Interest:

(No. 3.)—Of the Aggregate Amount of Interest Paid and Credited to the Trustees of Savings Banks (distinguishing *Great Britain* and *Ireland*) by the Commissioners, and the Aggregate Amount of Interest or Dividends Received by and Due to the Commissioners on the Stocks, Funds, Exchequer Bills, Exchequer and other Bonds held by them on account of the Trustees, upon the 20th day of November 1866; and stating also the Difference in Amount between the Amounts so Paid and Credited, and Received, up to the 20th day of November 1866:

(No. 4.)—Stating, in detail, the Changes which may have been made in the Bank Annuities, Exchequer Bills, Exchequer and other Bonds held by the National Debt Commissioners, on account of the Trustees of Savings Banks, under the Authority of the Act 25 & 27 Vict. c. 87; showing, in separate Columns, the Date, Description and Extent of each of such Changes, and the Rates at which the Changes were effected, from the 20th day of November 1865 to the 20th day of November 1866:

(No. 5.)—Stating, in detail, the Purchases and Sales of Bank Annuities, Exchequer Bills, Exchequer and other Bonds effected by the National Debt Commissioners on account of the Trustees of Savings Banks, under the Authority of the Act 26 & 27 Vict. c. 87; showing, in separate Columns, the Dates, Description and Extent of each of such Purchases and Sales, and the Rate at which each of such Purchases and Sales was effected, in the Year ended the 20th day of November 1866; and the aggregate Amount of Stocks and Securities Sold and Purchased by the Commissioners on account of Savings Banks in the Year ended the 20th day of November 1866:

(No. 6.)—And, RETURN of the Name of each Savings Bank and Parochial Society in the United Kingdom, which had availed itself of the Powers given by the Acts 3 Will. 4, c. 14, and 7 & 8 Vict. c. 45, to grant Annuities not exceeding £. 30 each, to the Industrious Classes, from Commencement, at the 26th day of March 1834, up to the 5th day of January 1867, showing, in separate Columns,—

1. The Number and Amount of each Description of Annuity granted by the Trustees of each Bank and Society;
2. The Amount of Money paid to the National Debt Commissioners by the Trustees of each Bank and Society for the Annuities so granted;
3. The Number and Amount of each Description of Annuity granted by each Bank and Society which may have fallen in;
4. The Number and Amount of each Description of Annuity payable by the Trustees of each Bank and Society on the 5th day of January 1867;
5. The Amount of Money returned by the National Debt Commissioners to the Trustees of each Bank and Society on account of Persons who had contracted for Deferred Annuities, having died or become unable to continue the Payments previous to the Commencement of such Annuities; and,
6. The Manner in which the Money paid for the Purchase of the said Annuities was invested or disposed of, and the Description and Amount of such Investments—(in continuation of Parliamentary Paper No. 212, of Session 1866).

(*Mr. Henley.*)

Ordered, by The House of Commons, *to be Printed,*
1 *April* 1867.

CONTENTS.

(No. 1.)—Account of the Number of Individual Depositors, and of Penny Banks, Charitable Institutions and Friendly Societies depositing their Funds in Savings Banks, and of the Sums Deposited, divided into Classes, as rendered by the Banks to the National Debt Commissioners on the 20th day of November 1866 - - - - - p. 3

(No. 2.)—Account of the Amount of Principal Money Received from, and Interest Credited to, and of Principal and Interest Money Paid to the Trustees of Savings Banks (distinguishing Great Britain and Ireland), by the National Debt Commissioners, up to the 20th day of November 1866; of the Amount of Money, Principal and Interest, due to the Trustees by the Commissioners, on the 20th day of November 1866; of the Securities held by the Commissioners on the 20th day of November 1866; and of the Value of those Securities at the Prices of that day (stating such Prices), to provide the Amount due by the Commissioners to the Trustees on that day for Principal and Interest - - - - - - - - - - - - - - - p. 4

(No. 3.)—Account of the Aggregate Amount of Interest Paid and Credited to the Trustees of Savings Banks (distinguishing Great Britain and Ireland) by the Commissioners, and the Aggregate Amount of Interest or Dividends Received by and Due to the Commissioners on the Stocks, Funds, Exchequer Bills, Exchequer and other Bonds held by them on account of the Trustees, upon the 20th day of November 1866; and stating also the Difference in Amount between the Amounts so Paid and Credited, and Received, up to the 20th day of November 1866 - - - - - - - - p. 5

(No. 4.)—Account stating, in detail, the Changes which may have been made in the Bank Annuities, Exchequer Bills, Exchequer and other Bonds held by the National Debt Commissioners, on account of the Trustees of Savings Banks, under the Authority of the Act 26 & 27 Vict. c. 87; showing, in separate Columns, the Dates, Description and Extent of each of such Changes, and the Rates at which such Changes were effected, from the 20th day of November 1865 to the 20th day of November 1866 - - - p. 5

(No. 5.)—Account stating, in detail, the Purchases and Sales of Bank Annuities, Exchequer Bills, Exchequer and other Bonds effected by the National Debt Commissioners on account of the Trustees of Savings Banks, under the Authority of the Act 26 & 27 Vict. c. 87; showing, in separate Columns, the Date, Description and Extent of each of such Purchases and Sales, and the Rate at which each of such Purchases and Sales was effected, in the Year ended the 20th day of November 1866; and the Aggregate Amount of Stocks and Securities Sold and Purchased by the Commissioners on account of Savings Banks in the Year ended the 20th day of November 1866 - p. 6

(No. 6.)—Return of the Name of each Savings Bank and Parochial Society in the United Kingdom, which had availed itself of the Powers given by the Acts 3 Will. 4, c. 14, and 7 & 8 Vict. c. 45, to grant Annuities not exceeding £. 30 each, to the Industrious Classes, from Commencement, at the 26th day of March 1834, up to the 5th day of January 1867 - - - - - - - - - - - - - - - p. 8

(No. 1.)

AN ACCOUNT of the Number of Individual Depositors, and of Penny Banks, Charitable Institutions, and Friendly Societies depositing their Funds in Savings Banks, and of the Sums Deposited, divided into Classes, as rendered by the Banks to the National Debt Commissioners on the 20th day of November 1866.

	On the 20th November 1866.	
	Number of Depositors.	Amount of Deposits, including Interest.
		£.
Not exceeding £. 1 - - - - - -	258,492	71,245
Above £. 1, and not exceeding £. 5 - - -	269,289	683,198
Ditto 5 - ditto - 10 - - -	168,211	1,186,085
Ditto 10 - ditto - 15 - - -	117,542	1,418,864
Ditto 15 - ditto - 20 - - -	74,675	1,283,834
Ditto 20 - ditto - 30 - - -	126,365	3,046,143
Ditto 30 - ditto - 40 - - -	96,291	3,237,059
Ditto 40 - ditto - 50 - - -	53,630	2,381,276
Ditto 50 - ditto - 75 - - -	88,058	5,352,556
Ditto 75 - ditto - 100 - - -	44,116	3,819,613
Ditto 100 - ditto - 125 - - -	30,725	3,404,054
Ditto 125 - ditto - 150 - - -	17,944	2,451,302
Ditto 150 - ditto - 200 - - -	29,355	5,047,436
Exceeding £. 200 - - - - - -	2,197	457,431
Individual Depositors - - - - -	1,376,890	33,840,096
Penny Banks - - - - - -	888	62,491
Charitable Institutions - - - - -	14,290	675,829
Friendly Societies - - - - - -	11,462	1,776,215
Total - - -	1,403,530	36,354,631

The sums stated in this Account are taken from the Annual Returns, to 20 November 1866, made to the Commissioners for the Reduction of the National Debt by the Trustees of Savings Banks, except in the case of Maelor Hundred and Celbridge, which, having made no return, are altogether excluded.

The Number and Amount of Friendly Societies above shown relate to those Societies only having funds deposited in Savings Banks, and are exclusive of those Societies whose funds are deposited direct with the Commissioners.

	Number of Friendly Societies in direct Account with the Commissioners.	Amount Deposited.
		£.
At 20th November 1866 - - -	518	1,799,648

(No. 2.)

AN ACCOUNT of the Amount of PRINCIPAL MONEY Received from, and INTEREST Credited to, and of PRINCIPAL and INTEREST MONEY Paid to the TRUSTEES of SAVINGS BANKS (distinguishing *Great Britain* and *Ireland*), by the NATIONAL DEBT COMMISSIONERS, up to the 20th day of November 1866; of the Amount of MONEY, Principal and Interest, due to the Trustees by the Commissioners on the 20th day of November 1866; of the SECURITIES held by the Commissioners on the 20th day of November 1866; and of the VALUE of those SECURITIES at the Prices of that day (stating such Prices), to provide the Amount due by the Commissioners to the Trustees on that day, for Principal and Interest.

	On 20th November 1866.			
	Amount of Principal Money Received from, and Interest Credited to the Trustees, including Interest due upon the 20th November 1866.	Amount of Principal and Interest Money Paid to the Trustees, including Surplus Fund Drafts.	Amount of Money, and Principal and Interest, due to the Trustees by the Commissioners, on the 20th November 1866, including £. 393,200. 1. 5. standing to the Credit of the Trustees on the separate Surplus Fund Account.	Value of the Securities held by the Commissioners on the 20th November 1866, at the Prices of that Day, to provide the Amount due by the Commissioners to the Trustees on that Day for Principal and Interest.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Great Britain - Savings Banks	79,168,475 16 11	44,055,124 4 6	35,113,351 12 5	
Ireland - - - - ditto	12,497,740 9 8	10,943,959 5 2	1,553,781 4 6	
TOTAL Savings Banks £.	91,666,216 6 7	54,999,083 9 8	36,667,132 16 11	
Great Britain - Friendly Societies {59 Geo. 3, c. 128, & 10 Geo. 4, c. 56}	5,118,510 19 3	3,651,044 19 8	1,467,465 19 7	
Ireland - - - - - ditto - 10 Geo. 4, c. 56	149,451 6 3	69,306 10 1	80,144 16 2	
Great Britain - - - ditto - 13 & 14 Vict.	362,442 8 4	110,404 5 11	252,038 2 5	
TOTAL Friendly Societies £.	5,630,404 13 10	3,830,755 15 8	1,799,648 18 2	
TOTAL Savings Banks and Friendly Societies £.	97,296,621 - 5	58,829,839 5 4	38,466,781 15 1	33,954,486 11 7
Uninvested Balances - {Savings Banks				346,489 19 1
Uninvested Balances - {Friendly Societies				10,492 17 6
				34,311,469 8 2
Balance deficient* (*see* note below)				4,155,312 6 11
			£.	38,466,781 15 1

SECURITIES held by the Commissioners.	On 20th Nov. 1866.	Price.	Value.
	£. s. d.		£. s. d.
Consolidated 3 per Cents.	2,924,033 9 6	90 ¼	2,638,940 4 2
Reduced 3 per Cents.	256,300 - -	87 ⅞	225,223 12 6
New 3 per Cents.	788,877 8 1	- - -	693,226 - 4
New 2½ per Cents.	31,900 - -	71 ¾	22,888 5 -
TOTAL Stock £.	4,001,110 17 7	- - -	3,580,278 2 -
Amount charged on Consolidated Fund, per 26 Vict. c. 25, s. 1	24,000,000 - -	- par -	24,000,000 - -
Turkish Guaranteed 4 per Cent. Bonds	184,700 - -	99	182,853 - -
Advanced to Metropolitan Board of Works for Thames Embankment and New street to Mansion House, per 27 & 28 Vict. c. 61	100,000 - -	- par -	100,000 - -
Annuities for Terms of Years ending 5th April, 1885	469,782 19 -	12 ⅞	6,048,455 9 7
Red Sea and India Telegraph Annuities	2,200 - -	19 ¼	42,900 - -
TOTAL Stock, Bonds, and Annuities for Terms of Years	- - -	- - £.	33,954,486 11 7

*The Stock held by the Commissioners has always been valued in these Accounts (because that mode of valuation is prescribed by the Statute) at the Prices on 20th November in each year, whatever those Prices may be. If those Prices be higher at one period than another, in the same degree will the value of the Securities appear to be greater or less, and so of the Balance deficient. The prices of Stock on 20th November 1865 and 20th November 1866 were as follows:—

	1865.	1866.
Consolidated 3 per Cents.	89 ⅜	90 ¼
Reduced 3 per Cents.	87 ⅝	87 ⅞
New 3 per Cents.	87 ⅜	—
New 2½ per Cents.	70 ¼	71 ¾
Turkish Guaranteed 4 *l.* per Cent. Bonds	100	99
Annuities for Terms of Years Expire 5th April, 1885	13 1/16	12 ⅞
Red Sea and India Telegraph Annuities	19 1/16	19 ½

Upon this principle the Balance deficient on 20th November 1866 is made to appear £. 4,155,312. 6. 11., while the same principle made it appear £. 3,871,136. 15. on 20th November 1865.

(No. 3.)

AN ACCOUNT of the Aggregate Amount of INTEREST Paid and Credited to the TRUSTEES of SAVINGS BANKS (distinguishing *Great Britain* and *Ireland*) by the Commissioners, and the Aggregate Amount of INTEREST or DIVIDENDS Received by and Due to the Commissioners on the Stocks, Funds, Exchequer Bills, Exchequer and other Bonds held by them on account of the Trustees upon the 20th day of November 1866; and stating also the Difference in Amount between the Amounts so Paid and Credited, and Received, up to the 20th day of November 1866.

	On 20th November 1866.		
	Aggregate Amount of Interest Paid and Credited to the Trustees of Savings Banks and Friendly Societies.	Aggregate Amount of Interest or Dividends Received by and Due to the Commissioners on the Stocks, Funds, Exchequer Bills, Exchequer and other Bonds.	Difference.
	£. s. d.	£. s. d.	£. s. d.
Great Britain - - Savings Banks - - - - -	37,596,726 3 6		
Ireland - - - - ditto - - - - - -	2,598,587 14 –		
TOTAL SAVINGS BANKS - - - £.	40,195,313 17 6	37,214,039 6 4	2,981,274 11 2
Great Britain - Friendly Societies {59 Geo. 3, c. 128, & 10 Geo. 4, c. 56}	2,190,772 9 9	1,540,882 8 9	
Ireland - - - - ditto - - 10 Geo. 4, c. 56 -	79,567 6 3		
Great Britain - - ditto - - 13 & 14 Vict. -	53,070 14 7	55,103 18 3	
TOTAL FRIENDLY SOCIETIES - - - £.	2,323,410 10 7	1,595,986 7 –	727,424 3 7
TOTAL SAVINGS BANKS and FRIENDLY SOCIETIES - £.	42,518,724 8 1	38,810,025 13 4	3,708,698 14 9

	On 20th November 1866.	
	Interest Paid in Money on Drafts.	Interest placed to the Credit of the Trustees, and made Principal pursuant to 26 & 27 Vict. c. 87.
	£. s. d.	£. s. d.
Great Britain - - Savings Banks - - - -	488,294 13 9	37,108,431 9 9
Ireland - - - - - - ditto - - - -	150,640 10 3½	2,447,947 3 8½
Great Britain - Friendly Societies, at 3 *d.* - - -	10,913 8 –	811,745 9 9
- - ditto - at 2½ *d.* - - -	22,448 6 3	1,345,665 5 9
- - ditto - at 2 *d.* - - -	777 8 1	52,293 6 6
Ireland - - - - - ditto - at 2½ *d.* - - -	192 6 6	79,374 19 9
£.	673,266 12 10½	41,845,457 15 2½

(No. 4.)

AN ACCOUNT, stating, in detail, the CHANGES which may have been made in the BANK ANNUITIES, EXCHEQUER BILLS, EXCHEQUER and other BONDS held by the NATIONAL DEBT COMMISSIONERS, on account of the TRUSTEES of SAVINGS BANKS, under the Authority of the Act 26 & 27 Vict. c. 87; showing, in separate Columns, the Dates, Description and Extent of each of such Changes, and the Rates at which such Changes were effected, from 20th November 1865 to 20th November 1866.

THE several Changes which have been made in the Year ended 20th November 1866, in the Bank Annuities, Exchequer Bills, Exchequer and other Bonds held by the National Debt Commissioners, under the Authority of the Act 26 & 27 Vict. c. 87, will be found stated in detail, in separate Columns, in the following Account, No. 5.

(No. 5.) - - - - - - - - -

AN ACCOUNT stating, in detail, the Purchases and Sales of Bank Annuities, Exchequer Bills, Exchequer and the Authority of the Act 26 & 27 Vict. c. 87; showing, in separate Columns, the Date, Description and Extent of each 20th November 1866; and the Aggregate Amount of Stocks and Securities Sold and Purchased by the Commissioners

On Account of the Fund for the Banks for Savings in *England*,

STOCK, EXCHEQUER BILLS, BONDS, AND OTHER SECURITIES BOUGHT.

	New £.3 per Cents.	Exchequer Supply Bills.	Annuities for Terms of Years, ending 5th April 1885.	Advances to the Metropolitan Board of Works for the purposes of the Thames Embankment and Improvement Acts, per 27 and 28 Vict., cap. 61.	Price.	Total Sums paid, including the Premium or Discount on Exchequer Bills, and the Interest accrued to the day of Purchase.
	£.	£	£. s. d.	£.	£.	£.
21 November 1865 -	- -	8,000	- -	- -	7 *s.* discount	8,079 3 6
1 December „ -	- -	- -	- -	100,000	- -	100,000 - -
12 February 1866 -	- -	- -	7,446 - -	- -	- -	100,000 - -
23 April „ -	10,000	- -	- -	- -	85⅞	8,587 10 -
23 April „ -	10,000	- -	- -	- -	85¾	8,575 - -
17 October „ -	- -	- -	5,276 5 -	- -	- -	70,000 - -
£.	20,000	8,000	12,722 5 -	100,000	- -	295,241 13 6

(No. 5.)

other Bonds, effected by the National Debt Commissioners, on account of the Trustees of Savings Banks, under of such Purchases and Sales, and the Rate at which each of such Purchases and Sales was effected in the Year ended on account of Savings Banks in the Year ended 20th November 1866.

from 20 November 1865 to 20 November 1866.

STOCK, EXCHEQUER BILLS, BONDS, AND OTHER SECURITIES SOLD OR PAID OFF.

	New £.3 per Cents. Sold.	Consolidated £.3 per Cents. Sold.	Exchequer Supply Bills Sold.	Exchequer Bonds Sold.	Turkish Guaranteed £.4 per Cent. Bonds Paid off.	Annuities for Terms of Years ending 5 April 1885, Sold.	Bonds for Advances to the Metropolitan Board of Works for the Purposes of the Embankment and Improvement Acts per 27 and 28 Vict., c. 61, Paid off and Sold.	Price.	Total Sums Received, including the Premium on Exchequer Bills.
	£. s. d.	£.	£.	£.	£.	£. s. d.	£.	£.	£. s. d.
7 Dec. 1865	- -	–	30,000	–	–	- -	- -	par	30,000 – –
7 Dec. „	- -	–	20,000	–	–	- -	- -	„	20,000 – –
18 Dec. „	- -	–	80,000	–	–	- -	- -	„	80,000 – –
26 Dec. „	83,458 12 1	–	–	–	–	- -	- -	87¼	72,817 12 8
17 Jan. 1866	14,120 2 8	–	–	–	–	- -	- -	86¾	12,249 4 3
2 Feb. „	- -	–	–	–	–	- -	80,000	–	80,000 – –
10 Feb. „	- -	–	100,000	–	–	- -	- -	par	100,000 – –
22 Feb. „	- -	–	16,600	–	–	- -	- -	„	16,600 – –
27 Feb. „	20,000 – –	–	–	–	–	- -	- -	87⅜	17,475 – –
1 March „	8,000 – –	–	–	–	–	- -	- -	87⅞	6,970 – –
2 March „	5,450 – –	–	–	–	–	- -	- -	85⅞	4,652 18 9
3 March „	30,300 – –	–	–	–	–	- -	- -	85¼	25,830 15 –
7 March „	50,000 – –	–	–	–	–	- -	- -	„	42,625 – –
8 March „	22,129 17 4	–	–	–	–	- -	- -	85⅛	18,838 1 –
14 March „	16,164 17 1	–	–	–	–	- -	- -	85¼	13,780 10 9
14 March „	3,064 12 10	–	–	–	–	- -	- -	„	2,612 12 1
15 March „	- -	–	–	–	–	- -	50,000	–	50,000 – –
21 March „	9,950 8 6	–	–	–	–	- -	- -	85	8,457 17 2
27 March „	18,113 6 2	–	–	–	–	- -	- -	84⅞	15,373 13 5
27 March „	7,177 14 7	–	–	–	–	- -	- -	84¾	6,083 2 6
31 March „	47,500 – –	–	–	–	–	- -	- -	84⅛	39,959 7 6
5 April „	26,000 – –	–	–	–	–	- -	- -	84⅝	22,002 10 –
7 April „	- -	23,100	–	–	–	- -	- -	86½	19,981 10 –
19 May „	- -	–	–	–	–	- -	170,000	–	170,000 – –
30 May „	- -	–	–	25,000	–	- -	- -	–	25,000 – –
1 June „	116,959 1 3	–	–	–	–	- -	- -	85½	100,000 – –
2 June „	- -	–	–	33,000	–	- -	- -	–	33,000 – –
6 June „	4,795 – 1	–	–	–	–	- -	- -	85	4,075 15 1
7 June „	14,100 – –	–	–	–	–	- -	- -	85⅝	12,073 2 6
8 June „	- -	–	–	25,000	–	- -	- -	–	25,000 – –
9 June „	- -	–	–	45,000	–	- -	- -	–	45,000 – –
12 June „	- -	–	–	300,000	–	- -	- -	–	298,921 5 –
22 June „	- -	–	–	200,000	–	- -	- -	–	199,279 7 –
30 June „	- -	–	–	72,000	–	- -	- -	–	71,740 19 –
30 June „	- -	–	–	128,000	–	- -	- -	–	126,207 10 –
13 July „	- -	–	–	93,000	–	- -	- -	–	93,000 – –
21 July „	- -	–	–	40,000	–	- -	- -	–	40,000 – –
4 August „	- -	–	–	50,000	–	- -	- -	–	50,000 – –
10 August „	- -	–	–	44,000	–	- -	- -	–	44,000 – –
14 August „	- -	–	–	–	1,700	- -	- -	–	1,700 – –
15 August „	- -	–	–	20,000	–	- -	- -	–	20,000 – –
18 August „	57,306 11 9	–	–	–	–	- -	- -	87¼	50,000 – –
24 August „	- -	–	–	10,000	–	- -	- -	–	10,000 – –
28 August „	26,062 6 6	–	–	–	–	- -	- -	88¼	23,000 – –
29 August „	- -	–	–	15,000	–	- -	- -	–	15,000 – –
3 Sept. „	13,777 13 6	–	–	–	–	- -	- -	87⅛	12,003 15 11
4 Sept. „	- -	–	–	–	–	2,801 4 2	- -	–	37,000 – –
4 Sept. „	17,300 – –	–	–	–	–	- -	- -	87	15,051 – –
14 Sept. „	- -	–	–	–	–	3,025 8 4	- -	–	40,000 – –
20 Sept. „	- -	–	–	–	–	3,023 6 8	- -	–	40,000 – –
1 October „	- -	–	–	–	–	3,247 16 10	- -	–	43,000 – –
9 October „	- -	–	–	–	–	1,735 – –	- -	–	23,000 – –
£.	611,730 4 4	23,100	246,600	1,100,000	1,700	13,832 16 –	300,000	–	2,373,362 9 7

On Account of the Fund for the Banks for Savings in *Ireland.*

The surplus moneys paid into the Bank of Ireland by Savings Banks in Ireland not required in Ireland for payment to Savings Banks are from time to time remitted to the Commissioners' Account at the Bank of England, "Savings Banks in Great Britain," and form part of the general balance to that Account, from which all Stock or Exchequer Bills, &c. are purchased.

(No. 6.) - - - - - - - - -

RETURN of the NAME of each SAVINGS BANK and PAROCHIAL SOCIETY in the United Kingdom which had availed itself the Industrious Classes, from Commencement at the 26th day of March 1834 up to the 5th day of January 1867; showing, and Society: 2d. The Amount of Money paid to the National Debt Commissioners by the Trustees of each Bank and and Society which may have fallen in: 4th. The Number and Amount of each Description of Annuity payable by the Debt Commissioners to the Trustees of each Bank and Society on account of Persons who had contracted for Deferred 6th. The Manner in which the Money paid for the Purchase of the said Annuities was invested or disposed of, and the

	GROSS AMOUNT OF LIFE ANNUITIES GRANTED FROM							
	IMMEDIATE ANNUITIES, Including Deferred brought to Account Current.							
	1.		2.	3.		4.		
	Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Number of Annuities now payable.	Amount of Annuities now payable.	
		£. s. d.	£. s. d.		£. s. d.		£. s. d.	
Aberdeen	48	941 10 –	9,043 17 10	25	508 – –	23	433 10 –	
Alnwick	10	208 – –	2,303 18 6	2	55 – –	8	153 – –	
Alston	1	30 – –	219 10 –	- -	- - -	1	30 – –	
Andover	- -	- - -	111 9 2	Annuity payable through Post Office.			—	
Arundel	4	110 – –	977 8 –	- -	- - -	4	110 – –	
Argyll-street	1	20 – –	34,080 9 3	1	20 – –	- -	- - -	
Ashford	12	256 – –	2,695 4 6	4	75 – –	8	181 – –	
Aylesbury	9	165 6 –	1,950 2 2	7	137 10 –	2	27 16 –	
Banbury	28	526 – –	5,575 – 6	15	335 – –	13	191 – –	
Banff	7	108 10 6	755 17 5	3	59 10 6	4	49 – –	
Bath	350	7,200 6 –	81,945 16 10	180	3,517 6 –	170	3,683 – –	
Bedford	43	853 8 6	9,473 6 4	17	322 8 6	26	531 – –	
Birmingham	3	80 – –	6,598 1 9	3	80 – –	- -	- - -	
Blackburn	9	165 – –	1,178 19 3	8	135 – –	1	30 – –	
Boston	7	188 – –	2,041 2 –	1	30 – –	6	158 – –	
Brechin	1	20 – –	304 10 –	- -	- - -	1	20 – –	
Brecon	1	21 – –	Transferred from Bristol -	1	21 – –	—	—	
Bridgnorth	38	547 – –	5,249 4 4	29	449 – –	9	98 – –	
Bridgwater	6	75 8 6	758 7 11	2	37 8 6	4	38 – –	
Bristol	185	3,686 15 –	33,494 18 9	77	1,489 10 –	108	2,197 5 –	
Bromley	3	42 5 –	525 5 8	3	42 5 –	—	—	
Bromsgrove	2	15 – –	257 – 6	- -	- - -	2	15 – –	
Buckingham	16	256 2 6	2,062 3 5	7	133 – –	9	123 2 6	
Bury, Lancaster	4	70 – –	522 4 2	- -	- - -	4	70 – –	
Bury St. Edmund's	11	201 – –	2,223 12 5	2	45 – –	9	156 – –	
Cainscross	7	104 – –	929 14 8	- -	- - -	7	104 – –	
Calne	22	279 – –	3,242 6 4	16	220 10 –	6	58 10 –	
Camberwell	4	79 4 6	6,031 2 8	4	79 4 6	- -	- - -	
Camborne	1	30 – –	307 5 –	1	30 – –	- -	- - -	
Canterbury	36	712 – –	14,615 5 8	36	712 – –	- -	- - -	
Cardiff	1	20 – –	Transferred from Devonport -	1	20 – –	—	—	
Carlisle	125	2,147 3 6	21,259 12 8	51	860 4 –	74	1,286 19 6	
Castle Douglas	2	36 – –	414 2 6	- -	- - -	2	36 – –	
Cheadle	11	214 12 –	2,550 18 1	7	124 12 –	4	90 – –	
Chelmsford	61	1,297 7 6	13,805 4 4	33	734 17 6	28	562 10 –	
Cheltenham	1	20 – –	Transferred from National Debt Office -			1	20 – –	
Chepstow	6	150 – –	1,975 6 5	3	60 – –	3	90 – –	
Chester	1	30 – –	- - Transferred from Liverpool - -			1	30 – –	
Chichester	111	2,101 12 –	21,897 3 7	43	776 12 –	68	1,325 – –	
Chippenham	28	503 10 –	3,221 12 5	12	196 10 –	16	307 – –	
Congleton	- -	- - -	- - -	- -	- - -	- -	- - -	
Coventry	23	428 13 6	4,155 7 5	10	195 13 6	13	233 – –	
Crayford	- -	- - -	- - -	- -	- - -	- -	- - -	
Cupar	10	132 4 –	900 – 2	3	45 – –	7	87 4 –	
Deal	18	346 10 –	2,872 14 10	9	186 – –	9	160 10 –	
Denbigh	1	10 – –	- - Transferred from Manchester - -			1	10 – –	
Devizes	30	551 15 –	5,015 2 9	18	330 1 –	12	221 14 –	
Devonport	520	9,949 8 –	119,621 7 10	281	5,062 18 –	239	4,886 10 –	
Doncaster	62	1,300 4 –	13,638 16 –	20	423 – –	42	877 4 –	
Dorchester	14	235 6 6	2,397 17 1	9	127 6 6	5	108 – –	
Dover	49	963 8 –	10,634 7 3	22	444 8 –	27	519 – –	
Dundee	13	291 10 –	2,458 18 11	6	138 – –	7	153 10 –	
Dursley	4	44 – –	532 4 1	- -	- - -	4	44 – –	
Edinburgh (North Division)	683	13,964 4 –	153,700 2 4	304	6,185 18 6	379	7,778 5 6	
Edinburgh (South Division)	- -	- - -	870 9 8	- -	Annuities transferred to other Banks.			
Enfield	- -	- - -	- - -	- -	- - -	- -	- - -	
Evesham	1	9 – –	413 9 7	1	9 – –	—	—	
Exeter	699	12,168 14 6	121,997 3 3	345	5,868 17 –	354	6,299 17 6	
Eye	4	75 – –	691 10 –	3	55 – –	1	20 – –	
Eye (Friendly Society)	1	17 – –	196 4 4	- -	- - -	1	17 – –	

(No. 6.)

of the Powers given by the Acts 3 Will. 4, c. 14, and 7 & 8 Vict. c. 45, to grant Annuities, not exceeding £. 30 each, to in separate Columns, 1st. The Number and Amount of each Description of Annuity granted by the Trustees of each Bank Society for the Annuities so granted: 3d. The Number and Amount of each Description of Annuity granted by each Bank Trustees of each Bank and Society on the 5th day of January 1867: 5th. The Amount of Money returned by the National Annuities having died, or become unable to continue the Payments, previous to the Commencement of such Annuities: And, Description and Amount of such Investments.

COMMENCEMENT, AT 26 MARCH 1834, TO 5 JANUARY 1867, INCLUSIVE.

DEFERRED ANNUITIES BY PAYMENT IN ONE SUM, Exclusive of those carried to Account Current.

1.		2.	3.		5.
Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
—	—	—	—	—	—
1	30 – –	327 7 6	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
1	10 – –	3,741 6 4	1	10 – –	70 2 9
- -	- - -	- - -	- -	- - -	- - -
1	8 – –	36 1 5	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
2	23 – –	456 5 6	1	10 – –	62 – 6
- -	- - -	125 12 –	- -	- - -	- - -
1	15 – –	- - -	1	15 – –	- - -
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
1	4 – –	27 2 4	1	4 – –	27 2 4
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
1	20 – –	258 2 8	1	20 – –	258 2 8
—	—	—	—	—	—
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
- -	- - -	374 17 8	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
2	30 – –	1,254 3 6	1	10 – –	108 15 3
- -	- - -	63 4 10	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
4	59 – –	1,094 14 9	1	14 – –	147 2 6
—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -
—	—	—	—	—	—
1	15 13 6	121 8 –	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -
- -	- - -	- - -	- -	- - -	- - -

DEFERRED ANNUITIES BY ANNUAL PAYMENTS, Exclusive of those carried to Account Current.

1.		2.	3.		5.
Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death or Default.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
323	5,885 3 –	23,990 19 10	323	5,885 3 –	6,381 16 2
- -	- - -	285 14 –	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
8	140 – –	2,028 10 –	8	140 – –	523 1 3
2	40 – –	111 18 –	2	40 – –	111 18 –
1	30 – –	26 15 –	1	30 – –	26 15 –
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
1	30 – –	30 12 –	1	30 – –	30 12 –
—	—	—	—	—	—
3	42 – –	396 5 –	2	22 – –	81 14 –
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
4	105 – –	405 18 –	2	50 – –	152 10 –
—	—	—	—	—	—
—	—	—	—	—	—
1	30 – –	370 14 –	1	30 – –	161 2 –
2	50 – –	1,706 3 3	2	50 – –	294 15 6
—	—	—	—	—	—
3	66 – –	866 14 2	3	66 – –	218 16 2
—	—	—	—	—	—
40	245 – –	416 16 6	40	245 – –	179 16 6
1	20 – –	122 5 –	1	20 – –	122 5 –
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
1	10 – –	19 5 –	1	10 – –	8 17 –
2	45 – –	295 12 6	1	15 – –	12 2 –
1	20 – –	27 10 –	—	—	—
2	30 – –	73 6 3	2	30 – –	73 6 3
1	20 – –	45 13 6	1	20 – –	45 13 6
—	—	—	—	—	—
1	30 – –	30 12 6	—	—	—
—	—	—	—	—	—
2	20 – –	114 8 8	2	20 – –	114 8 8
8	134 – –	3,251 10 5	7	124 – –	526 4 11
2	36 – –	468 2 6	2	36 – –	270 16 8
- -	- - -	356 – 4	—	—	—
—	—	—	—	—	—
2	40 – –	15 15 10	2	40 – –	15 15 10
—	—	—	—	—	—
17	283 – –	2,434 3 9	11	133 – –	370 9 11
—	—	—	—	—	—
2	32 – –	14 7 –	2	32 – –	14 7 –
—	—	—	—	—	—
18	299 6 6	2,321 6 –	10	165 – –	401 7 11
4	90 – –	565 6 9	4	90 –	565 6 9
5	50 – –	4 18 4	—	—	—

(continued)

(No. 6.)—RETURN of the NAME of each SAVINGS BANK and PAROCHIAL SOCIETY in the United Kingdom

	GROSS AMOUNT OF LIFE ANNUITIES GRANTED FROM							
	IMMEDIATE ANNUITIES, Including Deferred brought to Account Current.							
	1.		2.	3.		4.		
	Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Number of Annuities now payable.	Amount of Annuities now payable.	
		£. s. d.	£. s. d.		£. s. d.		£. s. d.	
Fakenham	3	44 10 –	331 19 4	1	6 10 –	2	38 – –	
Falmouth	114	2,021 4 6	20,877 7 1	62	1,121 16 6	52	899 8 –	
Farnham	15	226 13 –	1,487 16 7	8	125 13 –	7	101 – –	
Farringdon-street	19	423 19 –	33,958 15 7	19	423 19 –	– –	– – –	
Finsbury	24	553 – –	47,350 4 –	24	553 – –	– –	– – –	
Gainsborough	12	221 – –	1,677 7 4	1	30 – –	11	191 – –	
Galashiels	1	10 – –	– Transferred from Edinburgh – – –			1	10 – –	
Glasgow	157	3,170 2 6	31,791 5 5	65	1,258 2 –	92	1,912 – 6	
Gloucester	60	1,216 14 6	13,273 17 10	33	702 8 –	27	514 6 6	
Gosport	50	1,052 – –	15,847 18 11	35	719 – –	15	333 – –	
Grantham	69	1,481 14 –	15,636 12 7	42	829 14 –	27	652 – –	
Great Yarmouth	1	27 – –	616 18 6	1	27 – –	—	—	
Guernsey	1	28 – –	– Transferred from National Debt Office –			1	28 – –	
Guildford	28	581 3 –	6,280 6 6	14	255 3 –	14	326 – –	
Halesworth	3	58 – –	452 17 10	1	30 – –	2	28 – –	
Hastings	2	60 – –	– Transferred from National Debt Office –			2	60 – –	
Haverfordwest	1	14 – –	– Transferred from Dover – – – –			1	14 – –	
Hawick	1	8 – –	48 9 3	– –	– – –	1	8 – –	
Helston	37	528 10 –	5,246 19 8	22	342 10 –	15	186 – –	
Hereford	91	1,879 10 –	20,754 13 11	41	876 10 –	50	1,003 – –	
High Wycombe	7	174 – –	1,253 9 –	4	84 – –	3	90 – –	
Holywell	3	76 – –	580 4 8	1	26 – –	2	50 – –	
Horncastle	– –	– – –	215 10 –	– Annuity transferred to Gainsborough.			—	
Hungerford	4	67 – –	209 2 8	1	20 – –	3	47 – –	
Hythe	16	349 – –	2,505 18 9	9	160 – –	7	189 – –	
Jedburgh	23	500 – –	5,729 16 7	11	206 – –	12	294 – –	
Jersey	26	501 12 6	5,145 5 6	9	178 10 6	17	323 2 –	
Kelso	13	240 14 6	2,060 16 8	6	130 – –	7	110 14 6	
Kensington	– –	– – –	1,158 19 4	– Annuities transferred to other banks –		– –	– – –	
Kidderminster	12	220 – –	2,160 15 5	4	75 – –	8	145 – –	
Kingston-on-Hull	19	399 – –	3,916 4 5	5	110 – –	14	289 – –	
Kingston-on-Thames	1	26 – –	216 4 5	1	26 – –	– –	– – –	
King's Lynn	15	289 13 –	1,923 7 4	7	114 13 –	8	175 – –	
Kirkcaldy	2	33 – –	287 5 10	– –	– – –	2	33 – –	
Lancaster	56	1,032 10 –	11,180 14 6	38	681 14 –	18	350 16 –	
Ledbury	8	180 – –	1,347 3 11	5	110 – –	3	70 – –	
Leith	8	202 – –	3,256 3 1	8	202 – –	—	—	
Lennoxtown	1	18 – –	140 – 6	– –	– – –	1	18 – –	
Leominster	3	70 – –	476 18 4	2	40 – –	1	30 – –	
Lincoln	1	10 – –	– Deferred by one sum brought to account –			1	10 – –	
Liverpool	131	2,785 4 6	25,003 4 8	86	1,762 11 6	45	1,022 13 –	
Louth	1	25 – –	– Transferred from Boston – – – –			1	25 – –	
Macclesfield	19	342 10 –	4,555 3 11	11	219 10 –	8	123 – –	
Maidenhead	3	27 – –	590 17 2	1	5 – –	2	22 – –	
Mansfield	– –	– – –	– – – –	– – – –		– –	– – –	
Malton	1	20 – –	– Transferred from National Debt Office –			1	20 – –	
Manchester	296	5,739 19 6	61,597 4 4	166	3,157 3 6	130	2,582 16 –	
Maryport	2	16 – –	208 4 8	– –	– – –	2	16 – –	
Monkwearmouth	5	135 – –	667 13 –	3	75 – –	2	60 – –	
Monmouth	1	8 – –	97 16 7	– –	– – –	1	8 – –	
Montrose	39	562 17 –	3,493 14 7	15	194 4 –	24	368 13 –	
Newbury	50	915 5 –	9,431 19 4	27	458 5 –	23	457 – –	
Newcastle, Emlyn	1	30 – –	324 13 5	1	30 – –	—	—	
Newport, Isle of Wight	16	303 12 6	2,398 1 1	8	181 12 6	8	122 – –	
New Sarum	53	988 5 –	10,452 5 4	32	570 12 6	21	417 12 6	
Northampton	6	110 – –	653 7 5	– –	– – –	6	110 – –	
Northwich	6	98 – –	943 18 3	1	20 – –	5	78 – –	
Norwich	8	152 – –	1,125 17 2	2	40 – –	6	112 – –	
Odiham	2	25 – –	291 11 7	– –	– – –	2	25 – –	
Paisley	21	387 15 –	3,714 10 8	10	178 15 –	11	209 – –	
Pembroke	6	123 – –	1,287 19 9	1	18 – –	5	105 – –	
Penzance	54	817 5 –	7,370 2 11	22	323 – –	32	494 5 –	
Perth	56	997 13 6	9,621 4 10	25	455 12 6	31	542 1 –	
Plymouth	228	4,586 19 –	48,429 17 2	91	1,915 15 –	137	2,671 4 –	
Poole	2	32 – –	110 9 6	– –	– – –	2	32 – –	
Portsmouth	19	377 – –	1,853 8 11	1	30 – –	18	347 – –	
Poulton	1	10 – –	413 10 10	1	10 – –	—	—	
Preston	8	171 – –	982 7 6	2	32 – –	6	139 – –	
Reading	80	1,573 – –	15,874 6 7	41	810 – –	39	763 – –	
Richmond, York	4	80 – –	1,397 8 9	1	14 – –	3	66 – –	
Romford	19	355 19 –	3,582 14 2	12	230 9 –	7	125 10 –	
Ross	1	10 – –	560 – 8	1	10 – –	—	—	
Rothesay	4	58 – –	691 13 6	4	58 – –	—	—	

which had availed itself of the Powers given by the Acts 3 Will. 4, c. 14, and 7 & 8 Vict. c. 45—*continued.*

COMMENCEMENT, AT 26 MARCH 1834, TO 5 JANUARY 1867, INCLUSIVE.

DEFERRED ANNUITIES BY PAYMENT IN ONE SUM, Exclusive of those carried to Account Current.

1.		2.	3.		5.
Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
-	- - -	- - -	-	- - -	- - -
-	- - -	312 19 10	-	- - -	- - -
-	- - -	- - -	-	- - -	- - -
-	- - -	164 19 -	-	- - -	- - -
-	- - -	299 9 6	-	- - -	- - -
-	- - -	- - -	-	- - -	- - -
3	38 - -	299 18 -	2	32 - -	239 13 -
-	- - -	114 8 6	-	- - -	- - -
-	- - -	- - -	-	- - -	- - -
-	- - -	- - -	-	- - -	- - -
-	- - -	- - -

(No. 6.)—RETURN of the NAME of each SAVINGS BANK and PAROCHIAL SOCIETY in the United Kingdom

	GROSS AMOUNT OF LIFE ANNUITIES GRANTED FROM							
	IMMEDIATE ANNUITIES, Including Deferred brought to Account Current.							
	1.		2.	3.		4.		
	Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Number of Annuities now payable.	Amount of Annuities now payable.	
		£. s. d.	£. s. d.		£. s. d.		£. s. d.	
Sackville-street	18	453 – –	48,636 – 6	18	453 – –	–	–	
Sevenoaks	6	127 – –	958 2 3	3	57 – –	3	70 – –	
Shaftesbury	2	22 – –	– Transferred from other Banks –	–	– – –	2	22 – –	
Sheffield	24	453 – –	3,135 18 10	4	80 – –	20	373 – –	
Southampton	23	362 – –	3,391 18 10	7	102 – –	16	260 – –	
Southport	1	24 – –	213 8 –	–	– – –	1	24 – –	
Southwell	3	45 – –	465 16 9	2	35 – –	1	10 – –	
Stalybridge	1	5 – –	54 15 11	1	5 – –	—	—	
Stepney	–	–	104 3 1	– Annuity transferred to National Debt Office			—	
Stirling	15	276 10 6	3,315 2 7	3	47 10 6	12	229 – –	
Stockport	21	448 – –	4,797 17 6	13	299 – –	8	149 – –	
St. Andrew's	11	161 – –	1,410 9 6	3	46 – –	8	115 – –	
St. Clement Danes	634	12,507 13 6	710,996 15 9	634	12,507 13 6	–	–	
Tamworth	1	17 – –	554 – –	–	– – –	1	17 – –	
Taunton	76	1,532 – –	16,718 14 1	40	781 – –	36	751 – –	
Thame	2	32 – –	81 6 8	–	– – –	2	32 – –	
Truro	105	2,038 – –	20,558 6 4	44	829 10 –	61	1,208 10 –	
Tynemouth	4	68 – –	398 3 7	–	– – –	4	68 – –	
Wallingford	4	93 – –	1,163 12 11	1	26 – –	3	67 – –	
Wareham	13	221 8 –	1,808 11 8	7	137 – –	6	84 8 –	
Warminster	38	645 10 –	5,420 14 5	25	427 – –	13	218 10 –	
Warrington	14	258 – –	2,344 8 4	9	150 – –	5	108 – –	
Warwick	42	791 14 –	7,938 1 5	13	249 – –	29	542 14 –	
Welchpool	2	38 – –	363 3 10	1	18 – –	1	20 – –	
Wells	10	162 – –	1,075 15 5	3	54 – –	7	108 – –	
Wenlock	2	23 – –	243 8 –	–	– – –	2	23 – –	
Weymouth	39	772 10 –	8,982 6 4	16	274 – –	23	498 10 –	
Whitehaven	125	2,409 12 –	29,367 13 11	69	1,243 2 –	56	1,166 10 –	
Wigan	6	92 – –	1,442 11 1	5	82 – –	1	10 – –	
Wimborne	2	22 – –	279 7 6	–	– – –	2	22 – –	
Winchcombe	1	6 – –	40 12 6	–	– – –	1	6 – –	
Winchester	26	418 8 –	4,096 12 8	19	312 8 –	7	106 – –	
Witham	24	424 10 –	4,821 6 5	15	265 10 –	9	159 – –	
Wokingham	1	30 – –	212 17 6	–	– – –	1	30 – –	
Worcester	4	89 – –	456 19 11	2	53 – –	2	36 – –	
Workington	16	309 – –	1,152 8 3	6	121 – –	10	188 – –	
Worksop	27	578 – –	5,945 2 1	12	238 – –	15	340 – –	
Wrington	3	70 – –	934 4 6	1	20 – –	2	50 – –	
Yeovil	1	21 – –	Transferred from Plymouth	1	21 – –	—	—	
York	29	543 1 –	5,690 15 –	16	306 13 –	13	236 8 –	
Yoxall	3	60 – –	Transferred from Cheadle.	3	60 – –	—	—	
Granted by Post Office	294	6,627 13 6	73,604 2 2	1	4 – –	293	6,623 13 6	
Payable through Post Office	130	2,574 18 –	Transferred from other Banks	5	105 – –	125	2,469 18 –	
Payable at the National Debt Office	4,258	94,067 16 –	226,176 1 6	1,545	33,981 10 6	2,713	60,086 5 6	
TOTAL, GREAT BRITAIN	11,459	233,773 19 –	2,411,167 17 6	5,217	104,033 2 –	6,242	129,740 17 –	
Clonmel	5	73 – –	619 1 1	2	42 – –	3	31 – –	
Cork	85	1,580 – –	16,319 18 9	39	774 – –	46	806 – –	
Dublin	120	2,732 6 –	28,073 5 5	58	1,243 2 –	62	1,489 4 –	
Limerick	12	230 – –	2,070 18 9	3	60 – –	9	170 – –	
Lurgan	2	15 – –	97 – 10	2	15 – –	—	—	
TOTAL, IRELAND	224	4,630 6 –	47,180 4 10	104	2,134 2 –	120	2,496 4 –	
TOTAL, UNITED KINGDOM	11,683	238,404 5 –	2,458,348 2 4 (a)	5,321	106,167 4 –	6,362	132,237 1 –	

The manner in which the Money paid for the purchase of said Annuities was invested

RECEIPTS brought down:	£. s. d.
(a) For the purchase of Immediate Annuities	2,458,348 2 4
(b) Ditto Deferred ditto	34,815 11 3
(c) Ditto Deferred Annuities by Annual Payments	235,582 1 7
£.	2,728,745 15 2

The Annual Dividends cancelled by the purchase of £. 2,307,191. 18. 0., 3 per Cents.,

which had availed itself of the Powers given by the Acts 3 Will. 4, c. 14, and 7 & 8 Vict. c. 45—*continued.*

COMMENCEMENT, AT 26 MARCH 1834, TO 5 JANUARY 1867, INCLUSIVE.

Deferred Annuities by Payment in one Sum, Exclusive of those carried to Account Current.						Deferred Annuities by Annual Payments, Exclusive of those carried to Account Current.					
1.		2.	3.		5.	1.		2.	3.		5.
Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death.	Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death or Default.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.
4	58 – –	9,376 4 4	4	58 – –	452 19 4	129	3,079 – –	46,431 1 9	129	3,079 – –	7,177 6 6
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
1	30 – –	140 17 6	- -	- - -	- - -	4	95 – –	404 17 6	1	25 – –	66 17 6
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	81 10 6	- -	- - -	- - -	- -	- - -	97 7 –	—	—	—
- -	- - -	- - -	- -	- - -	- - -	1	30 – –	15 19 6	1	30 – –	15 19 6
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	5,964 9 8	- -	- - -	- - -	199	4,022 4 –	29,623 10 2	199	4,022 4 –	7,567 1 3
- -	- - -	- - -	- -	- - -	- - -	1	13 – –	112 9 –	1	13 – –	112 9 –
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -	2	40 – –	206 8 8	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -	- -	- - -	54 – –	—	—	—
- -	- - -	- - -	- -	- - -	- - -	- -	- - -	265 18 6	—	—	—
- -	- - -	- - -	- -	- - -	- - -	1	20 – –	241 11 9	1	20 – –	127 6 –
1	10 – –	73 13 4	1	10 – –	- - -	1	30 – –	191 13 4	1	30 – –	49 13 4
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -	1	10 – –	253 11 6	1	10 – –	42 10 6
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -	1	20 – –	8 9 –	1	20 – –	8 9 –
1	10 – –	42 18 3	- -	- - -	- - -	1	10 – –	134 16 4	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
- -	- - -	- - -	- -	- - -	- - -	- -	- - -	745 4 6	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
1	20 – –	107 18 4	1	20 – –	107 18 4	1	30 – –	244 16 –	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
76	1,411 10 –	7,026 11 3	25	475 – –	3,515 18 4	830	17,564 10 –	98,916 16 2	492	9,992 10 –	31,677 15 2
113	1,994 3 6	34,679 6 9	43	724 – –	5,160 14 8	1,713	34,323 3 6	235,350 10 7	1,323	25,678 17 –	60,630 13 5
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
1	20 – –	136 4 6	1	20 – –	136 4 6	2	32 – –	163 6 –	2	32 – –	163 6 –
- -	- - -	- - -	- -	- - -	- - -	1	10 – –	68 5 –	1	10 – –	68 5 –
—	—	—	—	—	—	—	—	—	—	—	—
1	20 – –	136 4 6	1	20 – –	136 4 6	3	42 – –	231 11 –	3	42 – –	231 11 –
114	2,014 3 6	34,815 11 3 (*b*)	44	744 – –	5,296 19 2	1,716	34,365 3 6	235,582 1 7 (*c*)	1,326	25,720 17 –	60,862 4 5

or disposed of; stating the Description and Amount of such Investments.

Applied as follows:	£. s. d.
To the purchase of Stock	2,646,817 16 4
To Money returned by Death, Default, and Repurchase of Annuities, the Annuitants becoming insolvent, 3 Will. 4, c. 14, s. 16	67,597 18 5
To Balance uninvested	14,330 – 5
£.	2,728,745 15 2

£. 267,300, 3 ¼ per Cents., and £. 226,600, 3 ½ per Cents., amounted to £. 85,834. 0. 1.

(No. 6.)—RETURN of the Name of each Savings Bank and Parochial Society in the United Kingdom

	GROSS AMOUNT OF ANNUITIES FOR TERMS OF YEARS					
	Immediate Annuities, Including Deferred brought to Account Current.					
	1.		2.	3.		4.
	Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Number of Annuities now payable.	Amount of Annuities now payable.
		£. s. d.	£. s. d.		£. s. d.		£. s. d.
Bath	5	85 – –	703 7 11	5	85 – –	—	—
Bedford	1	15 12 –	186 8 6	1	15 12 –	—	—
Birmingham	1	10 – –	Transferred from National Debt Office			1	10 – –
Bridgnorth	1	20 – –	165 10 1	1	20 – –	—	—
Bristol	1	15 – –	148 2 6	1	15 – –	—	—
Bromley		Annuities transferred to National Debt Office	206 17 7	—	—	—	—
Camberwell		ditto	227 17 4	—	—	—	—
Canterbury	2	20 – –	288 18 –	2	20 – –	—	—
Cheadle	5	65 – –	Deferred brought to Account			5	65 – –
Chippenham	1	20 – –	165 10 1	1	20 – –	—	—
Devonport	2	30 – –	248 5 2	2	30 – –	—	—
Doncaster	1	15 – –	331 – 2	1	15 – –	—	—
Dorchester	2	40 – –	716 14 10	2	40 – –	—	—
Edinburgh	5	100 – –	597 13 4	5	100 – –	—	—
Exeter	2	40 – –	445 3 1	2	40 – –	—	—
Farringdon-street		Annuities transferred to National Debt Office	2,280 – 9.				
Finsbury		ditto	265 12 11	—	—	—	—
Glasgow	4	80 – –	714 14 –	4	80 – –	—	—
Gosport	4	50 – –	466 12 10	4	50 – –	—	—
Kensington							
Lancaster	3	40 – –	165 10 1	3	40 – –	—	—
Liverpool	2	40 – –	191 16 11	2	40 – –	—	—
Macclesfield	3	70 – –	814 19 10	2	40 – –	1	30 – –
Manchester	143	2,457 10 –	23,678 6 1	134	2,267 10 –	9	190 – –
Newbury	1	12 – –	99 6 1	1	12 – –	—	—
New Sarum	1	15 – –	124 2 7	1	15 – –	—	—
Plymouth	1	30 – –	248 5 2	1	30 – –	—	—
Southwell	4	70 – –	693 8 3	4	70 – –	—	—
Stockport	2	40 – –	500 13 7	2	40 – –	—	—
St. Clement Danes	16	205 12 6	11,976 2 4	16	205 12 6		
Warminster	2	30 – –	468 1 9	1	20 – –	1	10 – –
Warrington	2	30 – –	344 13 10	1	20 – –	1	10 – –
Weymouth	1	10 – –	146 5 –			1	10 – –
Wrington	1	5 – –	41 7 6	1	5 – –	—	—
Payable at the National Debt Office	76	1,242 – –	Transferred from other Banks	49	756 10 –	27	485 10 –
Total, Great Britain	295	4,902 14 6	47,651 8 1	249	4,092 4 6	46	810 10 –
Cork	8	180 – –	1,772 11 2	4	100 – –	4	80 – –
Dublin	1	16 – –	163 8 10	1	16 – –		
Total, Ireland	9	196 – –	1,936 – –	5	116 – –	4	80 – –
Total, United Kingdom	304	5,098 14 6	49,587 8 1 (a)	254	4,208 4 6	50	890 10 –

The manner in which the Money paid for the purchase of the said Annuities was

Receipts brought down:	£. s. d.
(a) For the purchase of Immediate Annuities for terms of years	49,587 8 1
(b) Ditto Deferred ditto	878 18 7
(c) Ditto Deferred Annuities by Annual Payments	2,750 – 10
£.	53,216 7 6

The Annual Dividends cancelled by the purchase of £. 37,380. 14. 8., 3 per Cents.,

National Debt Office,
28 March 1867.

which had availed itself of the Powers given by the Acts 3 Will. 4, c. 14, and 7 & 8 Vict. c. 45—*continued*.

GRANTED FROM COMMENCEMENT, AT 26 MARCH 1834, TO 5 JANUARY 1867, INCLUSIVE.

Deferred Annuities by Payment in one Sum, Exclusive of those carried to Account Current.						Deferred Annuities by Annual Payments, Exclusive of those carried to Account Current.					
1.		2.	3.		5.	1.		2.	3.		5.
Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death.	Number of Annuities granted.	Amount of Annuities granted.	Money paid for Annuities.	Number of Annuities fallen in.	Amount of Annuities fallen in.	Money returned by Death or Default.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	33 5 1	—	—	—	1	10 — —	1,023 16 2	1	10 — —	8 17 8
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
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—	—	—	—	—	—	—	—	207 18 4	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	310 8 8	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
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—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	1	20 — —	828 13 1	1	20 — —	62 7 6
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	273 14 6	—	—	—
—	—	343 13 9	—	—	—	2	30 — —	2,657 19 10	2	30 — —	71 5 2
—	—	535 4 10	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	1	20 — —	92 1 —	1	20 — —	92 1 —
—	—	535 4 10	—	—	—	1	20 — —	92 1 —	1	20 — —	92 1 —
—	—	878 18 7 (*b*)	—	—	—	3	50 — —	2,750 — 10 (*c*)	3	50 — —	163 6 2

invested or disposed of; stating the Description and Amount of such Investments.

Applied as follows:	£. s. d.
To the purchase of Stock - - - - - - - - - - - - -	53,034 6 8
To Money returned to Defaulters, and Repurchase of Annuity, per authority of Treasury -	182 — 10
£.	53,216 7 6

£. 8,300, 3 ¼ per Cents. and £. 9,200, 3 ½ per Cents., amounted to £. 1,713. 3. 5.

A. Y. SPEARMAN,
Comptroller General.

SAVINGS BANKS.

ACCOUNTS of the Number of DEPOSITORS, and of CHARITABLE INSTITUTIONS and FRIENDLY SOCIETIES depositing their FUNDS in SAVINGS BANKS, and of the SUMS deposited, divided into Classes, from 20 November 1865 to 20 November 1866, &c. (in continuation of Parliamentary Paper, No. 212, of Session 1866).

(*Mr. Henley.*)

Ordered, by The House of Commons, *to be Printed,*
1 *April* 1867.

175.

Under 2 *oz.*

SAVINGS BANKS.

RETURN to an Order of the Honourable The House of Commons, dated 11 February 1867;—*for*,

RETURN "in continuation of Parliamentary Paper, No. 212—I., of Session 1866, of Accounts relating to SAVINGS BANKS, for the Year ending the 20th day of November 1866."

A RETURN showing, in Parallel Columns, the Weekly and Total Amounts of INCREASE and DECREASE of SUMS Paid in or Withdrawn by the TRUSTEES of SAVINGS BANKS, in Account with the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT (including the Amounts of INTEREST credited in May and November), between the 20th November 1865 and the 20th November 1866; together with the Weekly and Total Amounts of STOCK Purchased or Sold by the said Commissioners; the Weekly and Total Amounts (in Detail) of INCIDENTAL EXPENSES Defrayed by the Commissioners and Charged upon the Fund of SAVINGS BANKS, and the Weekly and Total Amount of DIVIDENDS Received by the Commissioners on STOCK Invested during the same Period; also the Aggregate Amount of the foregoing in the Year 1866, ending on the 20th November; and the Weekly Amount of the Uninvested BALANCES in the hands of the said Commissioners on Account of SAVINGS BANKS, from the 20th November 1865 to the 20th November 1866.

(*Mr. Henley.*)

Ordered, by The House of Commons, *to be Printed*,
1 *April* 1867.

A RETURN showing, in Parallel Columns, the Weekly and Total Amounts of INCREASE and DECREASE of SUMS Paid in or Withdrawn by the TRUSTEES of SAVINGS BANKS, in Account with the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT (including the Amounts of INTEREST credited in May and November), between the 20th November 1865 and the 20th November 1866; together with the Weekly and Total Amounts of STOCK Purchased or Sold by the said Commissioners; the Weekly and Total Amounts (in Detail) of INCIDENTAL EXPENSES Defrayed by the Commissioners and Charged upon the Fund of SAVINGS BANKS, and the Weekly and Total Amount of DIVIDENDS Received by the Commissioners on STOCK Invested during the same Period; also the Aggregate Amount of the foregoing in the Year 1866, ending on the 20th November; and the Weekly Amounts of the Uninvested BALANCES in the hands of the said Commissioners on Account of SAVINGS BANKS, from the 20th November 1865 to the 20th November 1866.

—	1. Excess Paid in by Savings Banks beyond the Sums Drawn out.	2. Excess Drawn out by Savings Banks, beyond the Sums paid in, including Interest paid on the Sums Drawn out.	3. Sums paid for the Purchase of Stock, Exchequer Bills, Exchequer and other Bonds, Terminable Annuities, and Advanced to Metropolitan Board of Works for Thames Embankment and New Street to the Mansion House, per Act 27 & 28 Vict. c. 61.	4. Sums Received for Sale of Stock, and for Exchequer Bills and Exchequer and other Bonds Paid off and Sold.	5. Incidental Expenses Defrayed by the Commissioners, and Charged upon the Fund of Savings Banks, per 26 & 27 Vict. c. 87, s. 66.	6. Dividends Received by the Commissioners on Stock invested and Interest on Exchequer Bills, Exchequer and other Bonds, and Terminable Annuities.	7. Balance Remaining Last Day of each Week.
In the Week ending	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
25 Nov. 1865	- - -	5,652 19 1	8,079 3 6	- - -	- - -	- - -	256,583 17 9
2 Dec. –	- - -	13,217 1 11	100,000 - -	- - -	19 19 4	- - -	143,346 16 6
9 — –	- - -	25,697 19 2	- - -	50,000 - -	- - -	584 7 8	168,233 5 -
16 — –	- - -	89,797 10 3	- - -	- - -	- - -	- - -	63,434 14 9
23 — –	- - -	108,743 3 2	- - -	80,000 - -	- - -	644 7 8	51,316 15 8
30 — –	- - -	41,239 8 4	- - -	72,817 12 8	49 3 4	- - -	81,866 - 3
6 Jan. 1866	- - -	39,869 5 -	- - -	- - -	45 13 7	- - -	41,951 1 8
13 — –	- - -	31,724 3 -	- - -	- - -	1 - 10	47,315 6 10	57,541 4 8
20 — –	- - -	28,251 5 10	- - -	12,249 4 3	- - -	- - -	41,539 3 1
27 — –	- - -	19,783 6 3	- - -	- - -	- - -	90,000 - -	101,755 16 10
3 Feb. –	- - -	27,579 1 6	- - -	80,000 - -	18 10 2	9,353 - -	173,511 5 2
10 — –	- - -	46,877 16 4	- - -	100,000 - -	- - -	2,349 6 3	228,982 15 1
17 — –	- - -	44,776 7 1	100,000 - -	- - -	- - -	- - -	84,206 8 -
24 — –	- - -	54,141 15 6	- - -	16,600 - -	- - -	223 15 2	36,888 7 8
3 March –	- - -	74,208 17 9	- - -	54,928 13 9	17 11 4	- - -	27,590 12 4
10 — –	- - -	52,490 1 10	- - -	61,463 1 -	- - -	- - -	37,563 12 9
17 — –	- - -	67,733 8 7	- - -	66,393 2 10	- - -	1,185 1 8	136,408 7 5
24 — –	- - -	66,978 2 6	- - -	8,457 17 2	- - -	7,000 - -	84,888 2 1
31 — –	- - -	77,291 2 3	- - -	61,416 3 5	- - -	- - -	69,013 3 3
7 April –	- - -	66,567 14 -	- - -	41,984 - -	- - -	- - -	44,337 10 2
14 — –	- - -	57,926 13 5	- - -	- - -	91 19 1	243,781 10 11	130,192 7 8
21 — –	- - -	54,696 3 1	- - -	- - -	- - -	270,000 - -	345,496 4 7
28 — –	- - -	59,957 - 10	17,162 10 -	- - -	- - -	- - -	268,376 3 9
5 May –	- - -	46,354 1 4	- - -	- - -	9 11 8	- - -	222,013 - 9
12 — –	- - -	51,619 6 7	- - -	- - -	- - -	13,125 - -	183,518 14 2
19 — –	- - -	177,721 - 9	- - -	170,000 - -	- - -	1,144 13 8	276,942 7 1
26 — –	- - -	136,262 5 10	- - -	- - -	- - -	- - -	140,680 1 3
2 June –	- - -	171,231 12 2	- - -	158,000 - -	15 2 3	141 5 3	117,574 12 1
9 — –	- - -	147,054 1 10	- - -	86,148 17 7	- - -	2,102 11 3	68,771 19 1
16 — –	- - -	150,835 11 11	- - -	298,921 5 -	- - -	1,078 15 -	167,936 7 2
23 — –	- - -	186,829 16 10	- - -	199,279 7 -	- - -	924 13 -	181,310 10 6
30 — –	- - -	132,727 19 8	- - -	197,948 9 -	20 - -	1,668 11 -	248,179 10 8
7 July –	- - -	143,715 7 10	- - -	- - -	70 2 4	- - -	99,394 - 6
14 — –	- - -	95,312 15 1	- - -	93,000 - -	- - -	45,915 3 -	147,996 8 5
21 — –	- - -	61,767 10 3	- - -	40,000 - -	- - -	479 9 -	76,708 7 2
28 — –	- - -	74,571 7 6	- - -	- - -	- - -	90,000 - -	92,136 19 8
4 Aug. –	- - -	60,747 14 3	- - -	50,000 - -	13 1 2	4,394 8 9	85,770 13 -
11 — –	- - -	64,816 19 7	- - -	44,000 - -	- - -	1,711 15 7	66,665 9 -
18 — –	- - -	60,139 7 8	- - -	71,700 - -	- - -	293 14 6	78,520 15 10
25 — –	- - -	51,384 17 11	- - -	10,000 - -	- - -	152 9 3	37,287 7 2
1 Sept. –	- - -	42,084 7 2	- - -	38,000 - -	- - -	235 17 9	33,438 17 9

	1. Excess Paid in by Savings Banks beyond the Sums Drawn out.	2. Excess Drawn out by Savings Banks, beyond the Sums paid in, including Interest paid on the Sums Drawn out.	3. Sums paid for the Purchase of Stock, Exchequer Bills, Exchequer and other Bonds, Terminable Annuities, and Advanced to Metropolitan Board of Works for Thames Embankment and New Street to the Mansion House, per Act 27 & 28 Vict. c. 61.	4. Sums Received for Sale of Stock, and for Exchequer Bills and Exchequer and other Bonds Paid off and Sold.	5. Incidental Expenses Defrayed by the Commissioners, and Charged upon the Fund of Savings Banks, per 26 & 27 Vict. c. 87, s. 66.	6. Dividends Received by the Commissioners on Stock invested and Interest on Exchequer Bills, Exchequer and other Bonds, and Terminable Annuities.	7. Balance Remaining Last Day of each Week.
In the Week ending	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
8 Sept. 1866	- - -	50,634 19 5	- - -	64,054 15 11	6 11 1	- - -	46,852 3 2
15 — —	- - -	35,792 11 4	- - -	40,000 - -	- - -	- - -	51,059 11 10
22 — —	- - -	53,661 16 -	- - -	40,000 - -	- - -	- - -	67,397 15 10
29 — —	- - -	37,655 8 1	- - -	- - -	69 3 4	- - -	29,673 4 5
6 Oct. —	- - -	52,901 9 8	- - -	43,000 - -	16 19 6	- - -	19,754 15 3
13 — —	- - -	29,971 18 9	- - -	23,000 - -	- 16 8	240,978 8 10	253,760 8 8
20 — —	- - -	9,670 17 2	70,000 - -	- - -	- - -	- - -	174,089 11 6
27 — —	- - -	4,809 18 -	- - -	- - -	- - -	- - -	139,279 13 6
3 Nov. —	- - -	23,392 8 1	- - -	- - -	13 6 3	270,000 - -	385,873 19 2
10 — —	- - -	17,679 12 3	- - -	- - -	- - -	- - -	368,194 6 11
17 — —	- - -	10,941 5 -	- - -	- - -	- - -	- - -	357,253 1 11
20 — —	- - -	10,763 2 10	- - -	- - -	- - -	- - -	350,212 - 8
						Less drafts issued, but not paid - - -	3,722 1 7
							346,489 19 1
TOTAL - £.	- - -	3,348,251 17 5	295,241 13 6	2,373,362 9 7	478 11 11	1,346,783 12 -	

THE AMOUNT OF INTEREST CREDITED TO SAVINGS BANKS in *Great Britain* and *Ireland*, during the Year ending the 20th November 1866.

	£. s. d.
Amount of Interest credited to Savings Banks on the Capital Sums invested with the Commissioners—	
Half-year ending 20th May 1866 - - - - - - - - - - - - - -	601,826 18 7
Half-year ending 20th November 1866 - - - - - - - - - - - - - -	579,487 1 -
£.	1,181,313 19 7
Add, Interest actually paid during the period on drafts drawn by Trustees, and included in Column No. 2	25,270 4 -
The TOTAL AMOUNT so credited, and paid therefore to the Trustees in their Account with the Commissioners for the Reduction of the National Debt - - - - - - - - - - - - £.	1,206,584 3 7

The sums actually paid to the Trustees as interest on the amounts withdrawn, as stated above, viz., £. 25,270. 4. 0., being cash transactions, and affecting cash balances, are included in Column 2 of this Return.

The amounts of interest credited, but not paid, have, on the other hand, not been so inserted, because they are not cash transactions affecting the balances of money in the hands of the Commissioners; they are the amounts credited to the Trustees, and added to the capital of the Savings Banks in the Books of the National Debt Office, under the directions of the Act 26 & 27 Vict. c. 87.

The Sums applied for Incidental Expenses, paid out of the Funds of Savings Banks during the Year 1866, were as follows:—

From 20th November 1865 to 20th November 1866 (*see* Detail in Column 5 of this Account) - - £. 478. 11. 11.

The above-stated SUM of £. 478. 11. 11. was applied as follows, viz.:—	£. s. d.
Salary to Barrister and Clerk - - - - - - - - - - - -	295 - -
Postage of Letters - - - - - - - - - - - - - -	183 11 11
TOTAL - - - £.	478 11 11

National Debt Office,
28 March 1867.

A. Y. Spearman,
Comptroller General.

SAVINGS BANKS.

RETURN of the Weekly and Total Increase or Decrease of Sums Paid or Withdrawn by the Trustees of Savings Banks, between 20 November 1865 and 20 November 1866, with the Amounts of Stock Purchased or Sold by the Commissioners for the Reduction of the National Debt, and Amount of Uninvested Balances in the hands of the said Commissioners on Account of Savings Banks, during the same period.—(In continuation of Parl. Paper, No. 212—I., of Sess. 1866.)

(*Mr. Henley.*)

Ordered, by The House of Commons, *to be Printed,*
1 *April* 1867.

Under 1 *oz.*

175—I.

1866.

RETURN to an Order of the Honourable The House of Commons, dated 14 March 1867;—*for*,

RETURN "from each SAVINGS BANK in *England* and *Wales*, *Scotland*, and *Ireland*, containing, in Columns, the Names of the OFFICERS, their respective SALARIES, and other ALLOWANCES, if any; the Amount of SECURITY each gives; the Number of ACCOUNTS remaining Open; the TOTAL AMOUNT Owing to DEPOSITORS; the TOTAL AMOUNT Invested with the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT; the Rate of INTEREST Paid to DEPOSITORS on the various Amounts of Deposit, and the AVERAGE RATE of INTEREST on all ACCOUNTS; and the TOTAL AMOUNT of the separate SURPLUS FUND, on the 20th day of November 1866; the Rate per Centum per Annum on the Capital of the Bank for the EXPENSES of MANAGEMENT; the Annual Number of RECEIPTS from DEPOSITORS; the Annual Number of PAYMENTS; the Average Amount of RECEIPTS; the Average Amount of PAYMENTS; the Number and Amount of ANNUITIES Granted; the Annual EXPENSES of MANAGEMENT, inclusive of all PAYMENTS and SALARIES, for the Year ended the 20th day of November 1866; also, the Year in which Business commenced in each Bank, and the Name of the Day or Days, and the Number of Hours in the Week, on which the Banks are Open for the Deposit and Withdrawal of Monies; including in such Return a List of all such Savings Banks as, under the Provisions of the Act 26 Vict. c. 14, or otherwise, have been Closed and have Transferred their Funds, or any part thereof, to the POST OFFICE SAVINGS BANK; showing, in each Case, the Number and Amount of Depositors' Accounts so Transferred, and the Amount of Compensation, if any, made to all or any of the Officers of such Banks respectively; and showing also the Years in which such Banks were respectively Opened and Closed, and the Number and Amount of their Depositors' Balances, and the Number of Days and Hours in each Week on which the same Banks were Open for Public Business at the Close of the Year (ending on the 20th day of November) next preceding the Date of such Closing; distinguishing the same, as in the Form of the Return, for each Separate County, as well as Collectively, for *England* and *Wales*, *Scotland* and *Ireland*, and for the United Kingdom (in continuation of Parliamentary Paper, No. 322, of Session 1866)."

[Prepared under the directions of the Commissioners for the Reduction of the National Debt, from the Accounts rendered to their Office by the several Savings Banks in the United Kingdom.]

National Debt Office,
1 June 1867.

A. Y. SPEARMAN,
Comptroller General.

(*Viscount Cranborne.*)

Ordered, by The House of Commons, *to be Printed*,
27 *June* 1867.

RETURN from each SAVINGS BANK in *England* and *Wales*, *Scotland*, and *Ireland*, containing, in Columns, the Names of of ACCOUNTS remaining Open; the TOTAL AMOUNT Owing to DEPOSITORS; the TOTAL AMOUNT Invested with the Amounts of Deposit, and the AVERAGE RATE of INTEREST on all ACCOUNTS; and the TOTAL AMOUNT of the separate EXPENSES of MANAGEMENT; the Annual Number of RECEIPTS from DEPOSITORS; the Annual Number of PAYMENTS; the Annual EXPENSES of MANAGEMENT, inclusive of all PAYMENTS and SALARIES, for the Year ended the 20th day of Number of Hours in the Week on which the Banks are Open for the Deposit and Withdrawal of Monies; including in and have Transferred their Funds, or any part thereof, to the Post Office Savings Banks; showing, in each case, the Number of such Banks respectively; and showing also the Years in which such Banks were respectively Opened and Closed, and the were open for Public Business at the Close of the Year (ending on the 20th Day of November) next preceding the Date of and *Wales*, *Scotland*, and *Ireland*, and for the United Kingdom.

ENGLAND AND WALES.

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND.			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
BEDFORDSHIRE:											
Ampthill	1	3	400	400	50 3 –	51 3 –	353	12,244 11 3	11,996 18 3	240 4 7	2 18 4
Bedford	1	3	500	400	182 – –	218 11 1	2,761	98,369 8 2	97,938 3 8	679 17 2	3 – –
Biggleswade	1	1	200	200	50 – –	50 – –	141	6,542 13 5	6,640 2 5	3 14 9	2 18 6
Luton	2	1	700	–	7 7 –	62 7 –	751	9,843 19 4	9,813 5 9	91 12 9	2 15 6
TOTAL	5	8	1,800	1,000	289 10 –	382 1 1	4,006	127,000 12 2	126,388 10 1	1,015 9 3	2 19 5 Average.
BERKSHIRE:											
Abingdon	1	2	1,000	400	75 15 –	140 3 10	1,085	37,014 15 2	36,937 1 10	200 14 10	3 – –
Faringdon	1	2	500	300	75 – –	15 – –	550	15,154 15 11	15,476 17 1	(a) - - -	2 15 6
Hungerford	1	2	400	700	80 – –	85 14 10	782	27,981 11 3	27,727 3 8	377 6 9	3 – –
Maidenhead	1	3	400	100	85 – –	106 10 7	817	22,527 17 5	22,287 14 10	255 – 6	2 18 6
Newbury	1	2	500	250	175 8 –	233 14 8	2,691	80,427 15 7	80,260 19 10	400 15 8	3 – –
Reading	1	3	500	750	360 – –	518 3 7	6,493	171,971 10 8	171,854 6 2	725 14 –	3 – –
Wallingford	2	2	100	120	65 – –	98 2 4	924	22,536 – 4	22,414 11 5	218 16 10	3 – –
Wantage	1	3	400	400	77 16 6	82 17 3	599	21,138 16 10	20,904 11 6	313 2 8	2 18 4
Windsor	2	3	2,000	200	178 7 –	246 19 3	3,282	59,960 4 4	59,732 18 8	611 12 6	2 18 4
Wokingham	1	1	100	70	60 – –	69 2 –	761	19,201 12 7	19,097 2 9	160 17 1	2 18 4
TOTAL	12	23	5,900	3,290	1,232 6 6	1,596 8 4	17,984	477,915 – 1	476,693 7 9	3,264 – 10	2 19 5 Average.
BUCKS:											
Aylesbury	1	3	600	920	102 12 –	122 12 –	1,201	33,291 5 3	32,822 2 7	660 8 –	2 18 4
Buckingham	2	1	1,000	50	151 15 8	198 3 4	1,783	56,886 17 3	56,879 11 2	236 7 10	3 – –
High Wycombe	1	2	1,000	100	90 – –	127 7 9	2,054	35,846 – 10	35,619 19 4	294 14 8	3 – –
Marlow	1	1	1,000	100	20 – –	23 5 –	280	3,544 4 5	3,530 17 8	28 7 3	2 15 –
Newport Pagnell	1	2	300	300	70 – –	86 14 –	747	21,088 4 5	21,344 15 –	(b) - - -	2 18 4
TOTAL	6	9	3,900	1,470	434 7 8	558 2 1	6,065	150,656 12 2	150,197 5 9	1,219 17 9	2 19 4 Average.
CAMBRIDGESHIRE:											
Cambridge	1	6	1,000	1,350	555 15 –	658 13 8	4,586	185,916 – 6	185,448 18 1	1,156 8 5	2 18 4
Cambridge Penny Bank.	1	1	500	500	12 – –	33 5 6	1,410	1,225 16 10	1,123 6 10	82 4 5	2 10 –
Ely	1	3	500	400	70 – –	77 19 3	735	22,339 5 –	21,904 19 9	569 8 3	2 18 4
Wisbeach	1	4	600	300	127 17 –	167 2 4	2,106	49,858 15 2	49,078 6 7	1,124 – 1	3 – –
TOTAL	4	14	2,600	2,550	765 12 –	937 – 9	8,837	259,339 17 6	257,555 11 3	2,932 1 2	2 18 7 Average.
CHESHIRE:											
Birkenhead	1	3	1,000	1,100	109 – –	154 6 6	1,112	20,629 4 4	21,167 6 11	157 3 3	2 14 2
Chester	1	5	500	700	390 – –	526 13 11	4,596	150,600 12 11	150,899 6 3	179 – 8	3 – 10
Congleton	1	4	1,000	600	155 5 –	256 – 7	1,461	52,316 2 5	51,220 9 8	1,364 8 11	3 – –
Frodsham	1	1	300	300	40 – –	59 18 –	425	14,991 18 5	14,987 4 7	137 19 1	2 18 –
Hyde	1	1	–	100	25 – –	32 9 10	459	9,116 4 6	8,827 2 1	317 2 10	3 – –
Knutsford	1	2	300	300	110 – –	135 3 6	1,016	37,020 15 8	36,958 5 8	270 8 7	2 18 4
Macclesfield	1	4	2,000	1,500	281 4 –	562 14 11	5,756	294,219 13 –	233,630 10 1	1,695 19 7	3 – –
Middlewich	2	1	1,000	300	10 – –	17 2 –	165	4,712 1 1	4,633 11 5	91 15 –	3 – –
Nantwich	1	2	1,000	450	130 – –	175 7 4	1,136	45,441 14 10	44,776 1 –	831 13 –	3 – 5
Northwich	1	2	2,000	2,500	255 – –	321 8 6	2,603	98,132 16 –	97,682 11 11	786 – 1	3 – –
Runcorn	1	1	250	250	50 – –	88 11 6	685	17,109 3 9	16,911 3 2	203 12 3	3 – –
Sandbach	1	2	1,000	500	105 – –	129 1 6	1,221	47,237 12 8	46,320 17 2	1,165 1 5	3 – –
Stockport	1	1	1,000	1,000	400 – –	551 16 8	4,623	159,070 2 1	158,137 7 10	1,541 13 2	3 – –
Winsford	1	1	250	100	10 – –	23 1 6	168	5,445 5 3	5,181 12 5	279 16 11	2 17 1
TOTAL	15	30	11,600	9,700	2,070 9 –	3,033 16 3	25,426	896,043 6 11	891,338 10 2	9,021 14 9	2 19 9 Average.

(a) £. 102 5 *s.* 1 *d.* due to Treasurer.

(b) £. 71 16 *s.* 10 *d.* due to Treasurer.

the Officers, their respective Salaries, and other Allowances, if any; the Amount of Security each gives; the Number Commissioners for the Reduction of the National Debt; the Rate of Interest Paid to Depositors on the various Surplus Fund, on the 20th day of November 1866; the Rate per Centum per Annum on the Capital of the Bank for the the Average Amount of Receipts; the Average Amount of Payments; the Number and Amount of Annuities Granted; November 1866; also, the Year in which Business commenced in each Bank, and the Name of the Day or Days and the such Return a List of all such Savings Banks as, under the Provisions of the Act 26 Vict. c. 14, or otherwise, have been Closed and Amount of Depositors' Accounts so Transferred, and the Amount of Compensation, if any, made to all or any of the Officers Number and Amount of their Depositors' Balances, and the Number of Days and Hours in each Week on which the same Banks such Closing; distinguishing the same, as in the Form of the Return, for each separate Couniy, as well as collectively, for *England*

ENGLAND AND WALES.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
234 15 5	–	– – –	–	– – –	–	– – –	–	– – –	– 8 2	213	124	6 6 2	14 16 6
358 11 –	41	834 8 6	3	60 – –	1	15 12 –	–	– – –	– 4 4	2,055	1,241	5 10 –	13 1 2
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 15 –	–	73	– –	19 12 9
50 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 12 6	550	197	2 10 5	10 5 5
643 6 5	41	834 8 6	3	60 – –	1	15 12 –	–	– – –	– 6 – Average.	2,818	1,635	5 9 9	12 5 6
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 6	562	391	5 10 11	14 11 5
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 2 –	292	194	5 9 6	16 – 5
30 – –	2	17 – –	–	– – –	–	– – –	–	– – –	– 6 1	348	279	4 15 3	11 12 7
573 9 –	3	47 – –	–	– – –	–	– – –	–	– – –	– 9 3	415	283	4 12 5	14 4 3
61 14 10	47	865 5 –	5	80 – –	1	12 – –	–	– – –	– 5 1	1,743	1,207	6 – 7	8 12 –
219 5 9	75	1,474 10 –	2	40 – –	–	– – –	–	– – –	– 6 –	5,937	3,518	4 5 1	10 8 2
– –	4	93 – –	–	– – –	–	– – –	–	– – –	– 8 8	809	376	4 4 2	9 16 4
316 7 1	–	– – –	–	– – –	–	– – –	–	– – –	– 7 8	301	192	6 3 4	14 14 4
490 9 7	–	– – –	–	– – –	–	– – –	–	– – –	– 8 1	2,319	1,427	3 2 –	15 12 3
134 – 2	1	30 – –	–	– – –	–	– – –	–	– – –	– 7 2	469	268	5 1 9	13 13 8
1,925 6 5	132	2,526 15 –	7	120 – –	1	12 – –	–	– – –	– 6 7 Average.	13,195	8,135	4 11 10	11 9 –
150 – –	12	217 6 –	1	8 – –	–	– – –	–	– – –	– 8 11	443	297	7 5 7	18 1 9
200 – –	15	241 2 6	–	– – –	–	– – –	–	– – –	– 6 11	904	519	5 1 7	18 18 9
100 – –	5	130 – –	–	– – –	–	– – –	–	– – –	– 7 –	2,464	852	1 15 10	8 7 7
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 13 –	358	75	1 13 8	6 12 8
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 1	336	198	5 1 10	18 8 8
450 – –	32	588 8 6	1	8 – –	–	– – –	–	– – –	– 7 4 Average.	4,505	1,941	3 3 3	13 15 5
2,100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 –	2,551	1,915	6 17 6	12 5 6
– –	–	– – –	–	– – –	–	– – –	–	– – –	2 14 9	12,547	992	– 1 5	– 18 4
300 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 10	527	230	3 18 1	14 16 5
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 7	2,102	993	3 15 6	15 2 2
2,400 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1 Average.	17,727	4,130	1 12 1	10 2 7
46 11 7	–	– – –	–	– – –	–	– – –	–	– – –	– 9 6	1,813	1,059	2 12 11	10 6 10
380 4 11	–	– – –	–	– – –	–	– – –	–	– – –	– 6 11	4,486	3,060	5 17 10	13 18 –
900 – –	–	– – –	1	20 – –	–	– – –	–	– – –	– 6 8	928	1,121	9 12 6	13 13 10
– 9 3	–	– – –	–	– – –	–	– – –	–	– – –	– 7 11	257	207	8 1 –	12 14 10
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	807	239	3 5 8	10 11 1
540 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	520	479	8 17 2	10 6 7
4,042 10 9	20	349 – –	1	20 – –	3	70 – –	–	– – –	– 4 8	4,543	3,518	7 13 9	11 1 2
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	134	86	8 – –	11 3 2
180 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 8	727	777	10 4 1	26 11 4
1,280 19 5	5	78 – –	1	15 – –	–	– – –	–	– – –	– 6 5	1,495	1,481	8 15 11	12 15 1
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	1,241	574	2 9 4	9 16 5
450 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	665	733	10 16 6	15 19 11
405 18 2	19	431 – –	2	48 – –	4	60 – –	–	– – –	– 6 10	5,984	2,430	4 6 –	12 17 4
– –	–	– – –	–	– – –	–	– – –	–	– – –	– –	This Bank has since closed.			
8,226 14 1	44	858 – –	5	103 – –	7	130 – –	–	– – –	– 6 8 Average.	23,600	15,764	6 – –	13 2 –

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—*continued.*											
CORNWALL:			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Camborne	2	2	600	200	25 4 –	29 11 –	417	8,602 2 7	8,381 – 4	250 – 3	3 –
Falmouth	1	3	1,200	900	238 – –	311 12 10	2,737	97,234 18 9	96,233 4 11	1,300 15 4	3 –
Helston	1	3	200	200	130 – –	174 3 8	1,259	61,724 8 4	61,453 12 6	478 4 2	3 –
Launceston	1	2	1,000	300	82 – –	134 15 2	1,433	44,053 13 10	43,696 3 9	579 4 5	3 –
Liskeard	1	3	1,000	1,050	90 – –	122 5 10	1,388	43,225 17 4	42,758 17 5	540 15 9	3 –
Penzance	1	4	1,000	700	270 – –	329 16 8	1,929	105,301 6 6	104,712 11 10	853 – 10	3 –
Redruth	1	5	500	300	240 – –	287 2 11	1,920	101,237 13 10	100,884 7 –	695 3 5	3 – 1
Truro	1	4	1,000	800	300 – –	397 11 8	3,954	192,831 3 7	192,552 12 8	1,098 – 10	3 –
Wadebridge	1	1	1,000	200	30 – –	49 15 6	493	17,351 4 2	16,933 – 3	581 – 1	3 –
TOTAL	10	27	7,500	4,650	1,405 4 –	1,836 15 3	15,530	671,562 8 11	667,605 10 8	6,376 5 1	3 – Average.
CUMBERLAND:											
Alston	1	2	100	150	65 – –	85 19 7	717	26,296 – 5	26,244 2 3	107 6 7	3 –
Carlisle	1	8	1,500	1,450	393 10 –	490 15 4	5,307	158,853 18 4	159,285 – 5	108 19 –	3 –
Cockermouth	1	2	500	1,000	85 – –	117 3 10	1,381	40,722 7 –	39,958 14 3	887 5 4	3 –
Keswick	1	1	500	50	40 – –	57 15 6	727	16,081 7 11	15,847 17 3	266 17 3	2 18
Maryport	1	1	500	200	50 – –	72 12 6	807	17,139 2 9	16,825 4 –	383 17 8	2 17
Whitehaven	1	4	500	650	170 – –	231 19 2	2,307	72,823 3 8	72,849 16 3	227 10 11	3 –
Workington	1	1	500	100	60 – –	90 16 9	718	21,499 16 4	21,373 9 7	203 18 11	3 –
TOTAL	7	19	4,100	3,600	863 10 –	1,147 2 8	11,964	353,415 16 5	352,384 4 –	2,185 15 8	2 19 1 Average.
DERBY:											
Alfreton	1	1	100	50	40 – –	51 3 6	698	15,935 1 11	15,970 18 8	53 19 4	3 –
Ashbourne	1	2	1,000	200	145 – –	204 18 6	1,545	50,699 13 9	50,395 12 5	510 17 11	2 18 1
Bakewell	2	2	1,500	500	162 – –	215 17 4	1,378	60,260 9 9	60,145 5 3	250 – –	3 –
Belper	1	7	500	1,100	123 5 –	146 9 –	1,512	47,500 13 9	47,257 11 –	454 15 4	3 –
Buxton	1	1	500	200	8 – –	8 – 6	130	2,860 12 10	2,432 4 3	439 18 2	3 –
Chapel-en-le-Frith	1	1	500	300	75 – –	101 7 10	1,032	40,211 12 5	40,330 12 3	30 11 6	3 –
Chesterfield	1	1	1,000	500	200 – –	237 16 3	2,510	67,623 15 10	66,829 5 2	929 18 8	3 –
Derby	1	6	1,500	700	540 12 –	644 11 9	9,046	190,502 18 4	190,358 16 1	957 12 1	3 –
Eckington	1	1	100	50	10 – –	28 7 –	239	5,490 3 7	5,352 18 7	158 16 1	3 –
Glossop	1	1	500	100	32 – –	43 9 –	596	11,075 2 6	10,724 6 7	351 14 6	2 18
New Mills	1	1	400	100	6 11 5	6 15 9	180	4,692 19 4	4,420 5 10	301 7 6	2 18
Wirksworth	1	1	500	500	140 – –	189 14 3	1,502	61,951 16 1	61,111 14 8	1,064 10 8	3 –
TOTAL	13	25	8,100	4,300	1,482 8 5	1,878 10 8	20,368	558,805 – 1	555,329 10 9	5,504 1 9	2 19 1 Average
DEVON:											
Devonport (Union)	2	7	2,000	2,800	903 18 –	1,416 6 1	15,524	409,163 1 1	409,029 1 7	1,895 13 3	3 –
Ditto (Royal Naval Annuitant).	1	2	300	300	68 – –	77 10 –	616	20,168 17 –	20,076 5 5	213 7 2	3 –
Ditto Dockyard	1	1	100	100	35 – –	41 7 6	576	8,635 13 9	8,489 2 9	135 2 1	3 –
Exeter	1	34	5,000	22,200	2,577 17 –	2,949 4 9	37,524	1,007,549 17 10	1,008,177 16 2	2,031 – 8	3 –
Plymouth	1	3	2,000	1,800	410 – –	569 11 6	9,034	196,405 17 –	196,142 6 4	717 8 2	3 –
Tavistock	1	3	1,000	400	110 – –	137 13 2	1,498	50,972 3 1	50,755 8 6	739 18 5	3 –
TOTAL	7	50	10,400	27,600	4,104 15 –	5,191 13 –	64,772	1,692,895 9 9	1,692,670 – 9	5,732 9 9	3 – Average.
DORSET:											
Blandford Forum	1	2	1,000	550	190 – –	233 19 6	1,918	75,368 16 9	74,863 1 5	577 6 3	3 –
Bridport	1	3	1,000	400	161 10 –	259 – 11	2,412	74,290 14 3	74,416 1 6	167 15 5	3 –
Dorchester	1	1	1,000	200	160 – –	249 14 7	2,390	73,751 5 11	73,155 12 1	764 7 11	3 –
Lyme Regis	1	1	200	50	60 – –	73 10 6	511	17,761 7 –	17,568 3 10	272 6 5	3 –
Poole	–	–	– – No Return received from this Bank.				–	—	—	—	—
Shaftesbury	1	2	1,000	1,000	135 – –	154 4 4	2,083	62,713 4 4	62,184 12 6	719 16 4	3 –
Sherborne	1	2	1,000	250	113 8 –	144 16 4	1,476	45,222 9 9	45,030 18 8	207 10 –	3 –
Wareham	1	2	500	500	92 – –	118 4 3	853	32,671 17 11	31,840 13 1	872 2 –	3 – 1
Weymouth	1	2	1,000	200	150 – –	176 – 11	1,416	41,376 13 10	41,224 19 4	184 15 5	3 –
Wimborne	1	1	400	200	80 – –	126 13 4	815	33,741 5 –	33,506 8 9	367 8 1	3 –
TOTAL	9	16	7,100	3,350	1,141 18 –	1,536 4 8	13,874	456,897 14 9	453,790 11 2	4,133 7 10	3 – Average

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£ s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- - -	1	30 - -	-	- - -	-	- - -	-	- - -	- 6 10	411	378	5 8 6	7 4 8
809 13 4	113	1,996 4 6	13	157 - -	-	- - -	-	- - -	- 6 4	1,420	1,386	6 4 -	13 9 9
102 18 10	35	538 10 -	4	50 - -	-	- - -	-	- - -	- 5 9	552	582	10 4 11	15 5 6
50 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	706	498	5 18 8	15 18 5
264 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 7	675	480	5 14 9	14 4 9
3,130 - -	50	705 5 -	-	- - -	-	- - -	-	- - -	- 6 3	761	1,555	9 - -	13 - -
1,255 2 -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 7	792	1,548	11 2 -	15 8 4
2,800 - -	104	2,007 - -	2	40 - -	-	- - -	-	- - -	- 4 -	1,974	2,441	10 2 5	15 6 10
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 7	215	298	9 - 6	16 10 5
8,511 14 2	303	5,276 19 6	19	247 - -	-	- - -	-	- - -	- 5 4 Average.	7,506	9,166	8 6 10	14 9 6
- - -	1	30 - -	-	- - -	-	- - -	-	- - -	- 6 6	287	273	11 5 8	16 6 -
1,250 - -	109	1,894 3 6	5	130 5 -	-	- - -	-	- - -	- 6 1	3,618	2,368	5 9 -	13 3 5
250 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 8	1,160	538	5 16 1	13 5 10
672 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	473	220	3 5 4	17 3 -
- - -	2	16 - -	-	- - -	-	- - -	-	- - -	- 7 10	911	447	4 11 9	10 18 6
1,310 18 9	136	2,676 12 -	-	- - -	-	- - -	-	- - -	- 6 4	1,860	1,125	5 13 3	14 2 10
- - -	5	96 - -	-	- - -	-	- - -	-	- - -	- 8 5	715	505	4 18 6	14 10 8
3,482 18 9	253	4,712 15 6	5	130 5 -	-	- - -	-	- - -	- 6 4 Average.	9,024	5,476	5 9 7	13 12 9
40 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 4	416	243	7 8 9	13 7 11
161 14 4	-	- - -	-	- - -	-	- - -	-	- - -	- 7 11	1,004	511	4 15 6	15 14 6
250 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 1	720	337	6 14 7	21 16 -
690 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 -	1,159	636	6 16 10	17 14 2
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 7	124	56	4 11 9	10 5 1
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	859	373	8 16 9	17 4 3
597 17 -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	2,901	2,178	4 8 9	7 2 11
2,700 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 8	5,943	2,944	5 15 6	15 9 9
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 9	156	84	5 17 2	11 1 4
25 14 4	-	- - -	-	- - -	-	- - -	-	- - -	- 7 8	747	299	3 7 -	8 19 9
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 2 10	184	61	5 12 11	12 3 4
250 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	895	656	9 15 10	18 4 5
4,865 5 8	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7 Average.	15,108	8,378	5 18 2	13 13 1
6,200 - -	537	10,283 5 6	28	504 - -	2	30 - -	-	- - -	- 6 9	10,720	11,121	6 3 8	7 18 10
10 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 5	292	266	10 11 -	18 - -
150 3 3	-	- - -	-	- - -	-	- - -	-	- - -	- 9 5	82	162	11 3 1	14 7 6
6,000 - -	661	11,607 14 -	26	461 - -	2	40 - -	-	- - -	- 5 -	20,749	11,432	5 3 7	15 2 -
- - -	207	4,204 9 -	7	200 - -	1	30 - -	-	- - -	- 5 -	9,870	6,892	4 7 11	7 10 7
500 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 3	733	768	6 11 7	11 15 4
12,860 3 3	1,405	26,095 8 6	61	1,165 - -	5	100 - -	-	- - -	- 6 - Average.	42,446	30,641	5 6 -	10 14 6
205 18 7	-	- - -	-	- - -	-	- - -	-	- - -	- 6 2	1,030	654	5 3 1	13 3 10
300 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 1	1,714	1,355	5 13 8	10 17 -
2,550 - -	12	217 6 6	2	50 - -	2	40 - -	-	- - -	- 6 6	1,769	1,017	4 - 1	12 17 4
109 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 1	190	234	7 16 -	14 7 11
—	-	—	-	—	-	—	-	—	—	-	-	—	—
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 10	1,248	546	5 12 7	15 9 3
87 10 -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 4	875	494	4 7 -	16 - -
606 - -	10	193 8 -	-	- - -	-	- - -	-	- - -	- 7 1	396	343	5 12 3	14 13 6
- -	40	787 10 -	-	- - -	1	10 - -	-	- - -	- 8 6	1,428	751	4 19 7	14 7 4
- -	2	22 - -	-	- - -	-	- - -	-	- - -	- 7 5	502	372	5 4 8	13 7 -
3,858 8 7	64	1,220 4 6	2	50 - -	3	50 - -	-	- - -	- 6 7 Average.	9,152	5,766	5 - -	13 7 11

1. COUNTY.	2. Number of Officers: Unpaid.	2. Number of Officers: Paid.	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
ENGLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
DURHAM:											
Barnard Castle	1	1	1,000	500	40 – –	47 15 6	486	12,987 7 8	12,836 3 7	255 15 –	2 18 4
Bishop Auckland	1	2	800	450	80 – –	124 14 –	800	25,573 6 3	24,426 6 7	150 8 –	2 18 6
Chester-le-Street	1	2	300	300	28 – –	36 4 6	337	11,649 4 4	11,430 19 9	250 4 6	3 – –
Darlington	1	2	1,000	100	120 – –	155 1 2	1,662	41,213 8 1	41,126 7 3	322 19 7	3 – –
Durham	1	–	1,000	–	– – –	98 – –	915	34,208 18 6	33,938 3 3	290 18 8	2 18 4
Lanchester	1	2	500	50	30 – –	33 18 –	280	10,073 18 10	9,267 9 –	840 19 3	2 18 4
Middleton-in-Teesdale.	1	1	500	100	25 – –	32 16 6	456	14,982 16 10	14,942 10 11	158 5 –	3 – –
Monkwearmouth	1	2	300	500	230 – –	313 19 5	3,222	95,042 4 8	94,656 8 2	861 13 3	3 – –
Seaham Harbour	1	2	200	–	11 1 –	12 17 9	198	3,878 13 7	3,845 14 3	43 – 5	3 – –
South Shields	1	3	500	1,000	150 – –	224 5 1	1,861	50,050 1 1	50,024 8 –	139 3 2	3 – –
Stanhope	1	1	500	100	26 1 –	228 6 –	491	17,720 19 4	17,586 7 1	143 – 3	3 – –
Stockton-on-Tees	1	1	600	200	120 – –	142 15 –	1,512	46,310 11 9	46,245 10 3	193 6 1	3 – –
TOTAL	12	19	7,200	3,300	860 2 –	1,450 12 11	12,220	363,691 10 11	360,326 8 1	3,649 13 2	2 19 7 Average.
ESSEX:											
Barking	1	1	500	200	53 – –	82 14 6	763	19,526 12 9	19,280 7 5	299 17 3	2 18 4
Chelmsford	2	3	1,000	200	293 10 –	389 15 3	3,832	102,483 4 5	101,783 17 6	790 3 10	3 – –
Colchester	1	4	1,000	260	348 – –	412 14 10	2,955	100,029 – 11	99,119 6 –	1,222 12 6	2 18 4
Dunmow	2	3	500	150	85 – –	131 14 3	783	21,687 19 –	21,555 8 5	262 15 8	2 15 6
Harwich	4	3	500	200	47 – –	52 8 9	273	9,854 7 5	9,773 14 1	93 3 4	2 15 –
Hinckford	2	3	300	400	60 – –	72 12 3	446	17,621 2 5	17,322 6 –	275 9 9	3 – –
Leyton	1	2	500	100	25 – –	33 19 10	199	5,518 19 4	5,022 17 6	537 9 –	2 18 4
Manningtree	1	1	200	100	40 – –	50 17 –	363	17,664 4 3	17,648 18 4	58 9 11	3 – –
Romford	–	3	–	1,300	182 – –	223 11 1	1,881	50,462 5 7	50,126 10 11	319 15 4	3 – –
Saffron Walden	1	2	1,000	100	110 – –	146 10 5	1,361	55,645 18 1	55,083 8 4	654 8 11	3 – 7
Witham	2	4	1,000	440	165 5 –	192 19 11	1,433	42,309 6 8	41,786 14 11	719 6 2	2 17 6
TOTAL	17	29	6,500	3,450	1,408 15 –	1,789 18 1	14,289	442,803 – 10	438,503 9 5	5,233 11 8	2 19 – Average.
GLOUCESTER:											
Bristol	–	9	–	1,600	900 – –	1,224 17 2	12,220	414,814 8 4	414,503 18 8	2,214 4 1	2 18 4
Cainscross	1	3	1,000	1,500	137 10 –	170 17 6	2,476	70,192 17 –	69,811 13 1	548 13 6	3 – –
Cheltenham	1	2	2,000	600	325 – –	388 12 10	4,641	126,713 15 10	125,826 11 6	1,056 6 –	3 – 10
Cirencester	1	4	500	250	220 – –	267 11 11	2,812	74,205 9 6	74,222 2 6	316 15 6	2 18 4
Dursley	1	2	500	300	60 10 –	75 13 3	1,009	32,546 5 1	32,111 12 –	495 16 4	3 – –
Gloucester	1	3	1,000	1,800	210 – –	267 13 2	2,958	86,984 6 6	86,060 3 10	1,280 14 1	3 – –
Kingswood	1	2	–	150	36 10 –	54 2 5	207	12,656 6 7	12,433 4 3	219 10 3	2 18 4
Newnham	1	2	500	600	70 10 –	86 11 –	954	26,840 2 –	26,424 15 4	495 17 6	3 – –
Stow-on-the-Wold	–	2	–	50	130 – –	162 11 9	1,283	44,538 12 8	44,421 15 8	267 8 –	2 18 4
Tetbury	1	3	500	300	115 – –	133 16 10	1,564	47,682 5 10	47,406 13 1	300 15 11	3 – –
Tewkesbury	1	1	500	100	70 – –	85 14 5	939	27,973 2 10	27,605 10 7	495 – 1	3 – –
Thornbury	1	3	500	250	93 – –	99 17 10	782	19,405 10 6	19,156 9 3	289 4 5	2 17 1
Winchcombe	No Return received from this Bank.										
Wotton-under-Edge	1	2	1,000	200	55 – –	69 6 6	596	17,973 19 10	17,699 19 11	328 12 11	3 – –
TOTAL	11	38	8,000	7,700	2,423 – –	3,087 6 7	32,441	1,002,527 2 6	997,684 9 8	8,308 18 7	2 19 2 Average.
HAMPSHIRE:											
Alresford	2	2	500	500	55 – –	57 9 1	669	22,633 3 11	22,442 16 3	249 13 1	3 – –
Alton	1	3	200	200	73 5 –	86 4 6	813	24,702 13 3	24,609 18 8	197 9 3	3 – 5
Basingstoke	2	2	–	100	135 – –	164 3 8	974	34,350 10 4	33,908 14 6	415 2 8	2 18 4
Fareham	1	3	200	500	77 – –	89 9 10	556	22,388 11 7	21,913 7 5	662 12 4	2 17 –
Gosport	2	3	200	200	91 10 –	104 19 4	432	12,438 11 7	12,236 13 2	158 19 –	2 17 –
Havant	2	2	200	150	65 – –	67 1 2	602	18,593 7 6	18,621 16 10	60 – 3	2 18 4
Newport, Isle of Wight.	1	3	600	200	211 4 6	279 8 11	2,578	53,019 19 2	52,548 4 3	636 4 11	2 18 4
Odiham	3	1	100	100	12 – –	16 3 10	210	4,524 12 –	4,484 12 –	64 11 10	2 18 4
Petersfield	2	2	200	100	24 4 –	29 3 1	339	9,501 16 2	9,417 16 1	130 5 8	2 18 4
Portsmouth	3	4	2,000	2,500	402 10 –	525 – 4	6,149	146,241 5 5	146,313 16 6	539 11 1	3 – –
Romsey	1	1	500	300	35 – –	46 19 6	604	11,347 17 10	11,290 9 4	173 3 –	3 – –
Southampton	1	5	500	570	280 – –	390 12 5	2,874	88,359 7 11	87,941 8 8	635 11 11	3 – –
Winchester	1	3	1,000	700	170 – –	225 3 3	2,016	70,819 15 6	70,216 3 9	717 17 3	3 – 5
TOTAL	22	34	6,200	6,120	1,631 13 6	2,081 18 11	18,816	518,921 12 2	515,945 17 5	4,641 2 3	2 19 6 Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Term of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
50 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 4	261	182	5 15 6	22 8 10
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 8	564	420	5 1 2	16 9 9
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 10	599	201	3 19 –	9 14 5
640 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 4	2,051	1,130	3 13 3	12 12 6
1,410 15 9	–	– – –	–	– – –	–	– – –	–	– – –	– –	628	418	5 15 6	16 9 7
290 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 6	112	82	6 10 9	11 16 9
45 11 11	–	– – –	–	– – –	–	– – –	–	– – –	– 4 4	190	159	13 – 11	20 10 3
400 – –	2	60 – –	–	– – –	–	– – –	–	– – –	– 6 6	3,611	4,949	6 – 7	6 17 3
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 9	528	178	2 13 5	10 19 –
416 2 3	–	– – –	–	– – –	–	– – –	–	– – –	– 8 10	2,037	2,418	6 10 9	4 14 7
250 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 3 6	171	182	11 11 7	18 19 10
2,316 5 4	–	– – –	–	– – –	–	– – –	–	– – –	– 5 1	1,109	649	5 17 4	17 11 10
5,818 15 3	2	60 – –	–	– – –	–	– – –	–	– – –	– 7 10 Average.	11,861	10,968	5 6 5	9 11 4
280 2 2	–	– – –	–	– – –	–	– – –	–	– – –	– 8 4	675	249	4 – 6	14 13 6
100 – –	63	1,306 7 6	2	38 – –	–	– – –	–	– – –	– 7 7	2,322	979	4 14 1	14 8 2
2,122 10 –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 8	2,008	1,622	5 4 3	11 5 –
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 12 –	479	191	4 12 6	17 6 7
200 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 10 7	167	92	3 18 8	15 9 9
880 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 2	194	132	5 2 4	18 9 1
359 5 –	–	– – –	–	– – –	–	– – –	–	– – –	– 11 5	271	149	6 2 2	10 12 11
183 13 –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 8	182	106	5 4 7	17 16 4
144 3 4	19	363 19 –	1	20 – –	–	– – –	–	– – –	– 7 11	927	546	5 17 8	21 3 –
450 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 1	709	415	5 17 6	15 13 11
– – –	24	436 10 –	3	28 – –	–	– – –	–	– – –	– 8 7	730	340	4 19 1	13 17 3
4,719 13 6	106	2,106 16 6	6	86 – –	–	– – –	–	– – –	– 8 – Average.	8,664	4,821	5 1 4	14 12 2
18,238 5 8	160	3,209 15 –	4	56 – –	1	15 – –	–	– – –	– 5 7	12,238	7,319	5 6 5	14 8 1
800 – –	4	69 – –	–	– – –	–	– – –	–	– – –	– 4 9	1,812	1,048	4 12 2	11 3 6
290 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 1	3,500	2,566	4 11 6	9 16 10
800 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	1,837	910	3 15 9	11 15 1
76 19 3	3	44 – –	–	– – –	–	– – –	–	– – –	– 4 7	779	398	5 7 11	15 16 –
350 – –	61	1,228 14 6	3	65 – –	–	– – –	–	– – –	– 6 1	1,998	1,212	4 11 4	13 6 9
197 8 –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 7	91	63	8 6 8	36 13 9
501 10 7	–	– – –	–	– – –	–	– – –	–	– – –	– 6 6	583	306	5 12 5	17 15 3
737 6 2	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	678	234	4 4 1	18 13 2
1,145 13 5	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	695	396	5 13 –	15 3 10
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 –	626	252	3 13 3	13 17 –
346 5 7	–	– – –	–	– – –	–	– – –	–	– – –	– 10 1	449	237	4 10 6	17 7 –
70 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 7	400	200	4 7 7	13 14 6
23,653 8 8	228	4,551 9 6	7	121 – –	1	15 – –	–	– – –	– 6 – Average.	25,686	15,141	4 19 –	13 9 11
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	462	240	3 18 7	13 10 2
700 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 4 7	522	219	4 18 10	17 18 9
700 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 10	550	336	5 13 8	15 7 8
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 6	338	176	4 3 –	13 18 4
308 7 3	70	1,395 8 –	–	– – –	4	50 –	–	– – –	– 14 10	208	144	5 – 2	17 7 10
310 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 8	360	175	6 4 –	23 1 11
– – –	14	263 12 6	1	20 – –	–	– – –	–	– – –	– 10 6	1,598	824	5 7 10	14 8 9
– – –	1	25 – –	–	– – –	–	– – –	–	– – –	– 7 1	176	65	4 19 6	12 9 –
120 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 –	180	111	4 3 2	14 4 8
2,850 – –	9	179 – –	–	– – –	–	– – –	–	– – –	– 7 –	6,293	3,757	4 18 6	14 9 2
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 2	272	119	6 1 1	16 19 3
1,115 1 4	19	289 16 –	–	– – –	–	– – –	–	– – –	– 5 –	1,922	1,864	6 15 8	13 5 9
1,778 – 8	25	408 – –	1	20 – –	–	– – –	–	– – –	– 6 4	1,303	641	4 8 2	16 17 1
7,981 9 3	138	2,560 16 6	2	40 – –	4	50 – –	–	– – –	– 7 10 Average.	14,184	8,671	5 4 2	14 16 2

1. COUNTY.	2. Number of Officers: Unpaid.	2. Number of Officers: Paid.	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
ENGLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
HEREFORD:											
Bromyard	1	1	500	50	24 – –	25 – –	266	4,964 11 6	4,763 13 8	200 16 11	3 – –
Hereford	1	4	2,000	1,000	504 4 1	671 7 2	8,008	171,027 6 10	171,006 5 8	556 10 4	3 – –
Kington	1	2	500	350	85 – –	110 11 11	1,036	30,468 13 7	30,077 8 9	613 1 6	2 18 4
Ledbury	1	1	200	200	80 – –	93 18 9	1,130	23,553 8 4	23,567 14 6	98 19 3	2 18 4
Leominster	1	4	1,000	320	121 14 –	144 4 6	2,091	49,174 1 –	49,107 19 6	232 9 11	3 – –
Ross	1	4	600	1,000	105 7 –	105 7 5	863	22,084 8 11	21,777 19 1	396 10 8	2 17 –
TOTAL	6	16	4,800	2,920	920 5 6	1,150 9 9	13,394	301,272 10 2	300,301 1 2	2,098 8 7	2 19 6 Average.
HERTS:											
Bishop Stortford	1	1	400	200	70 – –	89 8 7	586	12,189 5 4	11,930 6 2	307 15 8	2 14 2
Hemel Hempstead	1	1	300	300	55 – –	82 3 1	616	21,830 9 6	21,540 9 11	275 15 1	3 – –
Hertford	1	1	1,000	100	90 – –	130 17 4	1,914	61,108 15 3	59,237 11 5	2,121 13 1	3 – –
Hitchin	1	1	500	500	60 – –	76 9 6	706	21,380 7 –	21,293 19 4	95 4 6	3 – –
TOTAL	4	4	2,200	1,100	275 – –	378 18 6	3,822	116,508 17 1	114,002 6 10	2,800 8 4	2 19 5 Average.
KENT:											
Ashford	1	2	500	200	110 – –	145 5 8	1,272	46,518 5 5	46,234 1 6	345 19 1	3 – –
Chatham	3	4	2,000	1,750	430 – –	523 16 1	3,199	111,504 11 8	111,324 16 10	710 14 1	2 17 2
Deal	1	2	500	200	90 – –	129 19 –	926	29,963 3 6	29,523 8 1	494 14 5	2 18 4
Dover	1	6	500	600	177 3 –	225 19 11	1,885	50,965 15 4	50,509 3 4	459 13 1	2 18 4
Faversham	1	5	500	700	211 1 –	283 17 3	2,364	73,473 – –	72,643 17 6	1,158 10 2	2 18 10
Folkestone	1	2	–	100	24 18 8	24 18 8	322	5,676 7 4	5,534 6 7	153 12 2	2 18 4
Gravesend	1	1	1,000	300	120 – –	178 7 11	1,594	33,026 4 2	32,717 11 7	111 11 1	2 18 4
Greenwich	1	3	1,000	900	285 – –	399 15 8	2,711	68,874 4 –	68,813 8 –	489 14 6	2 17 –
Hawkhurst	1	1	500	200	70 – –	77 5 –	513	14,399 15 6	14,254 6 –	232 8 7	2 15 6
Hythe	1	2	500	60	50 – –	80 2 4	662	19,452 17 6	19,101 19 10	421 7 –	2 17 6
Maidstone	1	4	1,500	1,200	400 – –	519 15 4	4,489	116,452 8 7	114,342 15 –	2,669 13 7	3 – –
Margate	1	1	500	200	63 – –	183 3 –	887	19,081 9 3	19,056 19 5	118 15 11	2 15 –
Sevenoaks	1	6	1,000	900	93 3 –	165 19 2	1,143	34,695 10 7	34,497 6 7	286 1 5	3 – –
Tonbridge	1	1	500	200	30 – –	44 14 4	346	8,355 14 11	8,110 5 1	246 11 6	2 15 6
Tonbridge Wells	2	1	300	200	150 – –	162 14 7	2,552	71,495 8 2	71,422 19 –	137 3 7	3 – –
West Malling	1	1	200	100	50 – –	65 – 3	698	21,830 – 11	21,941 4 10	71 – 8	2 18 4
Woolwich	2	2	500	500	154 12 –	239 4 4	2,177	41,793 5 5	41,259 11 4	428 15 5	2 17 1
TOTAL	21	44	11,500	8,310	2,508 17 8	3,449 18 6	27,740	767,558 2 3	761,288 – 6	8,536 6 3	2 18 5 Average.
LANCASTER:											
Accrington	–	2	–	500	57 – –	75 14 3	598	22,676 5 6	22,249 13 7	437 15 9	3 – –
Ashton-under-Lyne	1	3	500	600	238 18 –	303 10 8	2,218	76,105 1 6	75,561 – 8	791 8 5	3 – –
Blackburn	1	3	1,000	2,000	240 – –	312 5 5	3,920	118,187 7 6	116,610 7 6	2,004 7 1	3 – –
Bolton	–	3	–	800	620 – –	739 18 5	4,949	166,849 19 6	167,224 2 1	357 8 3	2 18 10
Burnley	1	2	2,000	600	150 – –	192 19 –	1,363	40,975 12 7	40,069 7 –	916 9 –	2 18 4
Bury	1	2	500	700	200 – –	261 3 –	2,701	72,831 6 2	72,319 10 –	866 6 1	3 – –
Chorley	1	2	500	200	45 – –	62 4 8	795	29,152 2 8	28,429 2 6	809 14 –	2 18 4
Clitheroe	1	1	500	300	50 – –	65 8 3	603	12,323 8 2	11,994 10 6	328 17 8	2 15 –
Colne	1	1	1,000	300	40 – –	53 4 –	382	9,043 17 –	8,711 12 4	332 4 8	2 15 –
Croston	1	2	100	120	25 10 –	51 14 10	360	13,064 2 10	12,994 12 11	123 17 6	2 17 1
Eccleston	–	2	–	120	52 10 –	64 5 –	276	14,631 6 2	14,478 1 1	163 – 1	2 17 6
Kirkham	1	2	500	200	35 5 –	45 13 6	743	21,098 10 7	20,455 18 6	721 – 8	3 – –
Lancaster	1	4	500	800	285 – –	393 13 9	5,596	108,274 3 3	108,500 8 9	218 – 7	3 – –
Leigh	1	4	500	1,000	125 – –	164 4 4	1,369	52,948 1 5	52,497 2 6	647 3 10	3 – –
Leyland	1	3	200	300	105 – –	137 19 2	855	35,583 12 2	34,468 3 2	1,291 19 3	2 18 4
Liverpool	1	14	2,000	6,050	2,054 12 –	2,959 18 –	33,219	759,120 19 11	759,997 10 2	3,591 14 3	3 – –
Manchester	1	15	–	5,800	2,544 – 10	3,046 3 2	47,686	1,232,087 15 9	1,234,350 – 11	4,427 18 5	3 – –
Oldham	1	1	500	500	70 – –	153 10 8	1,230	33,861 11 1	33,283 4 3	578 6 10	2 18 4
Ormskirk	1	2	1,000	1,000	200 – –	249 3 3	1,659	74,422 8 11	74,399 12 2	141 7 1	3 – –
Prescot	1	3	500	200	47 – –	56 6 9	433	15,237 10 3	15,029 17 6	246 10 1	3 – –
Preston	1	5	2,000	1,000	624 14 10	624 14 10	10,182	272,114 15 3	269,661 14 11	3,373 4 2	3 – –
St. Helens	2	3	1,000	500	39 4 –	44 7 9	610	16,263 1 4	16,160 11 1	157 19 1	3 – –
Southport	1	2	200	100	38 4 10	57 10 9	550	13,883 7 6	13,389 10 3	493 17 3	2 18 4
Stalybridge	1	3	500	1,300	137 12 –	164 18 7	2,064	67,785 15 4	65,621 5 8	2,233 7 9	3 – –
Ulverston	1	5	1,000	1,200	292 12 –	338 12 –	3,116	68,002 13 11	67,411 7 1	1,042 17 5	2 18 4
Warrington	1	4	1,000	2,700	405 – –	559 3 5	5,223	177,840 17 5	177,129 12 11	1,306 3 7	3 – –
Wigan	1	3	500	1,500	270 – –	280 10 7	3,093	117,918 4 –	116,627 17 10	1,647 3 3	3 – –
TOTAL	25	96	18,000	30,930	8,932 3 6	11,458 18 –	135,793	3,642,283 17 8	3,629,625 17 10	29,250 2 –	2 19 9 Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 1	120	90	4 3 4	7 16 5
2,070 17 7	92	1,909 10 -	5	55 - -	-	- - -	-	- - -	- 7 8	5,699	3,866	4 3 10	8 17 2
70 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 2	531	118	6 3 2	33 14 7
140 - -	7	150 - -	-	- - -	-	- - -	-	- - -	- 7 10	575	332	4 3 3	11 10 -
320 5 2	2	50 - -	-	- - -	-	- - -	-	- - -	- 5 8	1,288	752	5 1 8	10 9 3
150 - -	3	55 - -	-	- - -	-	- - -	-	- - -	- 9 3	643	436	3 6 9	9 17 -
2,751 2 9	104	2,164 10 -	5	55 - -	-	- - -	-	- - -	- 7 6 Average.	8,856	5,594	4 7 5	9 16 -
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 7	419	193	3 6 5	13 9 5
178 11 6	-	- - -	-	- - -	-	- - -	-	- - -	- 7 5	286	180	5 6 1	13 7 -
681 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 2	1,438	559	4 8 9	16 18 9
128 19 10	-	- - -	-	- - -	-	- - -	-	- - -	- 7 1	468	289	5 11 4	15 - 1
988 11 4	-	- - -	-	- - -	-	- - -	-	- - -	- 6 5 Average.	2,611	1,221	4 11 1	15 4 9
339 8 6	16	241 - -	2	40 - -	-	- - -	-	- - -	- 6 2	1,012	538	5 17 2	13 13 9
1,500 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 2	3,243	2,701	5 14 3	11 3 10
600 - -	15	303 - -	1	30 - -	-	- - -	-	- - -	- 8 5	598	357	5 1 2	16 6 3
- - -	49	960 - -	-	- - -	-	- - -	-	- - -	- 8 10	1,814	925	3 9 11	13 17 8
2,365 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 6	1,506	741	5 7 1	17 5 4
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 9	452	155	2 10 3	11 12 -
620 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 9	2,361	912	3 5 1	13 14 6
400 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 5	2,878	1,850	4 2 4	14 16 7
277 11 7	-	- - -	-	- - -	-	- - -	-	- - -	- 10 5	318	120	4 8 9	22 10 7
277 4 9	15	299 - -	1	30 - -	-	- - -	-	- - -	- 8 -	433	198	5 - 5	14 5 4
1,260 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 9	3,500	1,978	5 13 10	13 12 11
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 6	671	412	4 - 2	14 9 10
179 7 11	5	107 - -	-	- - -	-	- - -	-	- - -	- 9 6	1,018	406	3 18 10	17 18 4
39 10 1	-	- - -	-	- - -	-	- - -	-	- - -	- 9 6	276	101	4 11 4	12 9 6
752 2 1	-	- - -	-	- - -	-	- - -	-	- - -	- 4 6	2,083	791	5 4 5	14 14 9
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 11	477	223	5 7 2	20 19 5
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 3	1,596	1,517	3 10 7	7 19 10
8,810 4 11	100	1,910 - -	4	100 - -	-	- - -	-	- - -	- 8 10 Average.	24,266	13,925	4 13 5	13 7 5
541 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 6	472	343	9 19 2	13 13 4
10 13 -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 11	3,647	2,269	5 6 8	8 4 10
465 5 -	8	143 - -	-	- - -	-	- - -	-	- - -	- 5 2	6,059	2,499	6 - 2	12 10 7
3,000 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 8	7,351	3,227	4 15 5	12 5 7
40 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 2	1,410	616	6 14 -	19 18 1
- - -	2	30 - -	-	- - -	-	- - -	-	- - -	- 5 10	3,431	1,279	4 2 10	13 3 10
180 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 4	816	519	10 - 4	13 19 7
15 12 -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 6	485	182	5 14 1	15 11 4
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 12 -	269	225	8 5 9	14 12 -
85 4 11	-	- - -	-	- - -	-	- - -	-	- - -	- 7 11	187	125	9 1 4	19 4 8
60 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 9	175	141	9 6 8	20 7 4
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 3	807	385	5 3 1	12 9 1
20 12 3	58	1,064 10 -	-	- - -	1	20 - -	-	- - -	- 7 3	3,605	2,300	4 17 11	10 8 1
300 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 1	1,051	792	6 15 2	11 9 1
242 15 11	-	- - -	-	- - -	-	- - -	-	- - -	- 7 7	448	342	8 11 1	16 1 2
4,676 16 5	113	2,442 16 6	36	620 - -	1	20 - -	-	- - -	- 7 8	47,039	47,279	4 11 9	6 14 5
15,000 - -	285	5,474 17 6	42	861 - -	143	2,472 10 -	2	20 - -	- 5 -	80,418	51,615	4 2 7	7 13 3
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 -	1,534	691	5 10 8	14 15 10
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 8	906	559	8 9 7	18 7 3
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 4	357	219	4 6 1	10 17 6
4,000 - -	4	100 - -	2	40 - -	-	- - -	-	- - -	- 4 6	17,353	9,128	4 13 11	7 19 8
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 5	990	376	3 14 11	11 3 3
- - -	1	24 - -	-	- - -	-	- - -	-	- - -	- 8 3	613	337	4 7 2	11 2 9
- - -	1	5 - -	-	- - -	-	- - -	-	- - -	- 4 10	3,280	1,748	5 1 5	10 7 11
130 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 9	1,440	829	5 12 6	19 18 -
- - -	13	238 - -	2	40 - -	2	30 - -	-	- - -	- 6 3	5,028	4,246	6 6 -	9 13 11
3,000 - -	9	152 - -	-	- - -	-	- - -	-	- - -	- 4 7	3,492	2,090	5 19 6	10 16 10
32,067 19 6	494	9,674 4 -	82	1,561 - -	147	2,542 10 -	2	20 - -	- 6 2 Average.	192,693	134,361	4 13 4	8 3 10

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
LEICESTER:											
Ashby-de-la-Zouch	1	1	1,000	150	85 – –	109 11 10	1,205	31,236 13 8	30,864 7 3	386 1 10	2 18 4
Hinckley	1	1	300	100	100 – –	134 6 10	794	29,754 18 5	29,479 9 11	347 19 4	2 18 10
Leicester	1	5	1,000	1,400	390 8 –	468 17 8	7,192	154,825 5 7	154,710 – 2	1,290 4 8	2 18 4
Loughboro'	2	2	500	300	127 10 –	169 1 7	1,719	41,312 8 3	41,204 12 3	278 13 3	2 18 4
Market Harboro'	1	2	500	400	55 – –	73 19 8	39	526 7 1	42 7 4	2,075 12 7	2 18 4
Melton Mowbray	1	2	500	300	102 – –	146 9 6	1,981	46,408 17 10	46,181 7 8	425 12 3	2 18 4
TOTAL	7	13	3,800	2,650	859 18 –	1,102 7 1	12,930	304,064 10 10	302,482 4 7	4,804 3 11	2 18 5 Average.
LINCOLN:											
Alford	1	2	200	100	36 6 –	44 7 8	683	14,261 5 2	13,782 1 2	535 12 10	2 18 4
Boston	1	4	1,000	600	265 – –	441 18 –	3,571	92,092 14 10	92,005 2 11	351 6 2	2 18 4
Bourn	1	2	300	300	45 – –	64 14 3	597	15,181 4 6	14,819 8 –	391 6 5	2 18 4
Brigg	1	3	500	250	83 3 –	108 17 5	1,134	26,701 19 6	26,646 6 6	227 8 5	2 18 4
Caistor	1	2	500	500	80 – –	103 9 4	1,010	31,323 2 6	31,087 5 8	330 12 4	3 – –
Folkingham	1	1	300	100	26 – –	40 10 –	414	12,503 9 8	12,511 – 11	33 13 1	3 – –
Gainsboro'	1	4	500	700	148 – –	196 1 2	2,225	51,282 11 1	51,171 15 –	381 7 8	2 18 4
Grantham	1	3	1,000	1,500	335 – –	465 8 2	3,520	102,250 7 11	101,749 10 1	1,050 1 9	2 18 4
Grimsby	1	2	500	200	17 2 –	27 1 2	690	8,386 3 10	8,304 2 7	130 15 5	2 18 4
Horncastle	1	2	600	250	130 – –	159 – 8	1,712	46,195 14 6	45,893 17 –	500 7 11	2 18 4
Lincoln	1	5	1,000	1,000	381 8 8	446 9 4	5,859	134,773 11 8	133,705 10 4	1,672 8 –	2 18 4
Louth	1	3	1,000	700	190 – –	237 5 5	2,928	66,986 2 5	66,947 13 7	364 19 7	2 18 4
Sleaford	1	2	300	600	160 – –	204 14 7	2,278	57,087 16 6	56,642 12 3	689 14 11	2 18 4
Spalding	1	2	500	500	105 – –	170 5 4	2,171	31,466 7 10	31,218 18 4	446 4 –	2 15 9
Stamford	1	4	600	200	187 10 –	286 0 2	2,536	90,358 14 4	89,950 16 2	825 19 4	2 18 4
TOTAL	15	41	8,800	7,500	2,189 9 8	2,996 2 8	31,328	780,851 6 3	776,436 – 6	7,931 17 10	2 18 4 Average.
MIDDLESEX:											
Bishopsgate	1	19	5,000	9,975	3,725 1 –	4,419 10 5	49,894	909,351 10 3	911,670 – 4	2,870 8 4	3 – –
Brentford	1	2	500	200	112 – –	133 5 3	1,062	32,221 16 6	32,124 3 2	253 19 9	2 18 4
Camden Town	1	3	500	500	106 17 –	111 15 –	1,472	15,418 15 9	14,928 19 7	256 7 8	2 10 –
Chelsea	1	7	2,000	2,300	698 – –	827 14 3	9,143	162,281 13 11	161,675 14 6	1,340 – 1	2 18 4
Cripplegate	1	3	1,000	1,550	210 – –	368 2 9	3,254	58,830 8 11	58,879 2 2	– 2 7	2 17 –
Edmonton	1	2	300	100	32 7 –	47 18 6	464	6,496 6 5	6,351 15 9	209 15 1	2 15 6
Farringdon Street	1	4	1,000	1,500	276 – –	373 15 6	3,337	65,236 6 7	64,696 9 3	859 5 3	2 18 4
Finsbury	1	9	–	3,750	1,337 11 4	1,842 – –	19,033	424,094 4 2	424,664 10 2	246 3 6	3 – –
Fulham	1	2	100	130	20 – –	31 16 –	163	3,433 1 8	3,431 6 4	4 17 2	2 18 4
Hackney	1	6	250	450	163 11 –	163 11 –	1,531	27,563 16 1	27,325 – 11	300 14 9	2 16 –
Haggerstone	No Return received from this Bank.										
Hammersmith	1	1	500	500	60 – –	89 13 5	646	13,969 17 11	13,862 8 9	113 10 9	2 18 4
Hampstead	–	2	–	600	74 4 –	100 1 –	1,153	16,753 13 2	16,441 14 2	324 3 3	2 15 6
Harrow	1	1	200	100	20 – –	20 – –	265	5,735 12 3	5,719 18 6	18 5 6	3 – –
Highgate	1	1	200	100	15 15 –	16 10 –	252	2,577 1 –	2,546 17 –	33 7 –	2 15 6
Islington	1	3	500	500	153 – –	235 6 11	2,546	30,618 15 –	30,457 2 3	224 6 1	2 15 6
Kensington	1	3	600	500	185 – –	234 – 7	2,046	42,897 17 11	42,476 5 2	517 18 5	2 18 4
Kingsland Road	1	3	1,000	1,000	200 – –	255 18 –	8,874	37,412 – 3	37,503 16 6	160 6 –	2 17 6
Limehouse	1	4	1,000	1,230	79 10 –	122 8 2	3,373	34,107 – 10	33,876 19 11	334 13 6	2 18 4
MontagueSt.(Bloomsbury)	1	10	3,000	5,000	1,528 6 –	1,907 1 1	20,109	434,969 18 4	434,887 12 9	2,279 13 2	2 18 4
Paddington	1	6	1,000	1,000	455 – –	602 2 11	9,172	116,537 17 4	115,688 9 3	1,049 8 11	2 18 10
Poplar	–	3	–	1,200	147 – –	238 9 –	1,593	38,564 1 7	38,104 9 11	676 2 4	2 18 4
St. Clement Danes	1	4	2,000	1,850	260 15 –	429 4 11	3,074	80,761 19 3	80,538 – 1	542 4 1	3 – –
St. James, Piccadilly	1	2	500	500	75 – –	102 14 6	1,606	23,975 11 2	23,907 4 6	131 15 4	3 – –
St. Martin's Place	1	19	5,000	9,650	5,510 13 –	6,326 17 10	51,419	1,626,435 10 4	1,630,580 18 –	2,801 – 8	3 – –
St. Marylebone	1	6	5,000	2,550	1,290 17 –	2,030 18 9	23,719	312,123 8 11	310,552 – 11	3,482 5 8	2 17 4 and 2 15
Staines	1	1	500	200	100 – –	125 14 1	1,095	30,151 3 11	29,725 4 2	502 15 4	2 18 4
Stepney	1	3	1,000	1,200	250 – –	369 10 8	3,129	66,712 9 7	66,371 4 11	428 14 6	2 18 4
Stoke Newington	1	1	500	200	50 – –	75 2 4	637	12,690 15 10	12,518 5 7	171 13 1	2 18 6
Tufton Street	1	3	5,000	900	235 – –	306 3 6	2,513	76,710 10 3	76,449 7 3	917 3 5	3 – –
Upper Charlotte St., Uxbridge	1	4	2,000	3,100	515 – –	665 11 9	5,284	100,694 8 3	100,837 5 9	52 17 1	2 18 4
	1	3	1,000	1,200	185 – –	210 – –	2,006	53,682 19 1	53,463 13 10	414 7 4	2 18 4
Whitechapel	2	8	2,000	1,700	628 1 –	742 3 –	5,722	142,336 11 5	141,888 19 6	1,090 1 3	2 17 6
TOTAL	31	148	43,150	55,295	18,699 8 4	23,525 1 1	239,586	5,005,347 3 10	5,004,145 – 10	22,608 6 10	2 19 3 Average.

(*a*) In addition to this Surplus, there is 5,410*l.* 19*s.* 9*d.* £. 3 per Cent. Reduced Annuities, being the balance of the Surplus Fund accrued prior to 20 November 1828; and 200*l.* deposited at the Bank of England, to obtain that Corporation's custody of 5,000*l.* Exchequer Bills, the security lodged by the Treasurers.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
326 13 3	–	– – –	–	– – –	–	– – –	–	– – –	– 6 11	719	371	5 4 6	15 10 4
700 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 9	606	229	6 12 2	20 14 1
1,098 17 7	–	– – –	–	– – –	–	– – –	–	– – –	– 5 11	7,718	4,058	4 3 11	8 11 11
900 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 –	1,616	904	4 8 4	10 2 3
500 – –	–	– – –	–	– – –	–	– – –	–	– – –	– –	This Bank has since closed.			
270 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 3	1,192	665	4 19 8	10 17 9
3,795 10 10	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1 Average.	11,851	6,227	4 9 9	9 18 5
200 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 1	458	169	5 8 2	17 10 –
200 – –	8	213 – –	–	– – –	–	– – –	–	– – –	– 7 2	3,157	1,413	5 10 9	15 12 8
330 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 4	369	179	5 3 3	9 16 4
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 –	687	319	5 10 9	16 2 2
226 – 9	–	– – –	–	– – –	–	– – –	–	– – –	– 6 6	458	211	6 7 2	20 17 9
290 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	252	149	4 19 2	13 – 4
– –	10	176 – –	1	20 –	–	– – –	–	– – –	– 7 8	1,322	812	5 15 5	13 13 11
700 – –	70	1,481 14 –	–	– – –	–	– – –	–	– – –	– 8 8	1,995	1,311	5 16 2	12 7 5
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 4	708	251	3 9 1	10 1 9
500 – –	1	15 – –	–	– – –	–	– – –	–	– – –	– 6 11	1,342	703	4 8 4	10 14 1
800 – –	1	5 – –	1	10 – –	–	– – –	–	– – –	– 6 6	4,020	2,654	4 11 10	9 15 2
251 6 2	–	– – –	–	– – –	–	– – –	–	– – –	– 7 –	2,297	1,002	4 15 2	14 13 6
380 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	1,698	753	4 3 6	12 5 3
137 18 9	–	– – –	–	– – –	–	– – –	–	– – –	– 10 8	1,453	728	3 8 8	13 16 9
1,379 1 4	–	– – –	–	– – –	–	– – –	–	– – –	– 6 2	1,694	781	5 – 11	15 2 9
5,494 7 –	90	1,890 14 –	2	30 – –	–	– – –	–	– – –	– 7 7 Average.	21,910	11,435	4 18 1	12 18 –
8,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 1	51,982	34,806	4 6 7	9 13 2
42 2 6	–	– – –	–	– – –	–	– – –	–	– – –	– 7 8	1,010	428	4 6 6	19 3 3
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 14 8	2,619	960	1 19 2	10 4 9
300 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 10 1	11,776	5,710	3 10 9	10 10 2
550 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 12 4	5,819	3,019	2 19 3	7 1 11
70 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 14 5	414	127	3 3 –	15 6 11
– –	181	3,333 1 –	12	224 – –	11	170 – –	1	30 – –	– 11 5	7,244	4,210	2 6 4	6 10 3
– –	196	4,329 – –	10	255 – –	4	32 – –	–	– – –	– 8 8	35,570	18,888	3 16 11	8 8 11
258 5 5	–	– – –	–	– – –	–	– – –	–	– – –	– 13 7	78	75	4 9 9	13 11 6
177 4 10	–	– – –	–	– – –	–	– – –	–	– – –	– 12 –	1,446	617	2 – 7	11 13 6
121 19 8	–	– – –	–	– – –	–	– – –	–	– – –	– 12 8	498	390	3 – –	8 2 3
72 – 2	–	– – –	–	– – –	–	– – –	–	– – –	– 11 10	1,307	346	2 7 –	12 11 9
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 11	93	53	6 12 5	15 2 1
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 12 9	248	84	2 17 11	10 11 9
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 15 3	2,071	935	2 12 7	11 5 3
370 14 10	–	– – –	1	20 – –	–	– – –	1	20 – –	– 11 –	2,491	1,195	3 13 3	11 8 1
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 13 4	11,508	3,272	1 2 7	5 10
– – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	2,855	2,305	2 19 7	6 13 3
3,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 9	22,445	15,958	4 9 3	9 11 2
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 10 3	14,058	7,770	4 4 7	10 4 8
8 3 6	–	– – –	–	– – –	–	– – –	–	– – –	– 11 1	1,882	2,533	5 17 4	8 19 5
– – –	3,880	66,525 7 6	516	9,926 14 –	72	1,090 12 6	5	90 – –	– 10 7	3,233	2,144	4 9 9	14 3 11
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 6	3,300	1,063	2 15 11	10 6 11
(a)14,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	(b) 7 7	53,524	31,142	6 8 1	17 6 1
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 12 11	17,836	11,152	4 8 4	10 7 3
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 3	733	361	4 5 8	15 1 –
– –	1	10 – –	–	– – –	–	– – –	–	– – –	– 9 1	8,073	5,150	2 17 8	7 12 4
54 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 11 9	931	431	3 17 3	12 6 7
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 10	4,254	3,080	4 12 1	9 12 9
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 13 –	8,714	6,422	2 18 9	5 15 7
231 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 9	1,505	771	4 2 5	13 8 5
3,200 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 10 1	11,148	5,304	3 15 1	15 6 –
30,555 10 11	4,258	74,197 8 6	539	10,425 14 –	87	1,292 12 6	7	140 – –	– 9 3 Average.	290,665	170,701	4 5 –	15 11 6

(b) In the amount of the capital of the Bank are included, as in former years, the value of 5,410 *l.* 19 *s.* 9 *d.* £. 3 per Cent. Reduced Annuities, and the 290 *l.* deposited in the Bank of England, and also 5,500 *l.*, the value of the leasehold house, and the furniture.

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—*continued.*											
MONMOUTH:			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Abergavenny	1	3	500	240	117 – –	122 15 –	966	31,848 4 3	31,754 13 2	169 10 11	3 – –
Chepstow	No return received from this Bank.										
Monmouth	No return received from this Bank.										
Newport	1	1	600	200	95 – –	160 14 2	1,292	30,219 13 7	29,917 8 4	609 5 6	2 18 4
Pontypool	1	2	500	200	65 5 –	83 4 2	588	20,393 5 6	19,877 4 2	663 13 1	2 18 4
TOTAL	3	6	1,600	640	277 5 –	366 13 4	2,846	82,461 3 4	81,549 5 8	1,442 9 6	2 19 – Average.
NORFOLK:											
Aylsham	1	2	300	200	55 5 –	59 9 9	623	20,126 14 8	19,786 3 10	406 15 4	3 – –
Downham Market	1	2	1,000	250	22 2 –	24 – 5	357	7,675 2 7	7,310 13 4	461 10 4	2 18 4
Fakenham	1	2	300	525	49 4 –	66 19 1	882	30,538 19 9	30,158 4 5	464 8 6	3 – –
Harleston	1	2	500	300	55 5 –	62 – –	520	14,990 1 3	14,902 19 10	87 9 9	2 17 –
King's Lynn	1	2	1,000	400	130 – –	212 14 10	2,273	71,994 12 3	71,764 17 4	489 18 5	2 18 4
Norwich	1	5	5,000	4,350	735 – –	1,011 5 3	11,183	325,013 10 7	324,083 11 10	2,305 18 3	2 18 4
North Walsham	1	1	400	100	70 – –	85 5 –	832	27,487 14 5	27,311 1 11	266 8 11	3 – 10
Swaffham	1	3	300	400	79 4 –	84 7 4	634	24,892 3 6	24,851 19 –	106 17 11	2 19 –
Watton	1	1	1,000	100	35 – –	45 18 –	461	17,150 – 8	16,673 4 6	540 17 3	2 19 –
Yarmouth	1	1	1,000	400	358 17 –	437 – 3	3,481	112,081 18 9	111,694 7 10	442 15 6	2 18 4
TOTAL	10	21	10,800	7,025	1,589 17 –	2,088 19 11	21,246	651,950 18 5	648,537 3 10	5,573 – 2	2 18 7 Average.
NORTHAMPTON:											
Kettering	1	3	700	200	50 10 –	84 10 2	763	19,986 5 9	19,436 6 11	668 9 4	2 17 6
Northampton	1	4	1,000	1,700	425 – –	567 1 11	7,551	225,837 7 11	225,507 17 7	853 8 5	3 – –
Oundle	1	3	500	600	122 10 –	141 18 –	1,188	34,365 3 5	34,005 – 7	363 7 7	2 18 4
Peterborough	1	4	500	600	170 – –	277 9 9	1,588	43,654 13 1	42,424 7 9	1,310 8 7	2 17 1
TOTAL	4	14	2,700	3,100	768 – –	1,070 19 10	11,090	323,843 10 2	321,373 12 10	3,195 13 11	2 19 3 Average.
NORTHUMBERLAND:											
Allendale	3	1	200	100	25 – –	34 – 8	601	27,083 15 6	26,832 5 3	338 16 11	3 – –
Alnwick	1	3	800	500	148 10 –	193 14 8	1,916	86,548 17 7	86,624 – 3	12 6 2	3 – –
Berwick-on-Tweed	1	5	1,000	600	143 10 –	188 12 2	2,191	81,836 3 10	81,887 2 4	232 19 11	3 – –
Hexham	1	4	500	300	151 15 –	193 17 4	2,403	103,486 5 7	103,150 16 1	620 4 1	3 – 10
Morpeth	2	2	500	500	130 – –	146 15 10	1,314	54,612 12 11	54,256 – 10	440 18 4	3 – –
Newcastle-upon-Tyne.	1	9	1,000	2,410	1,021 18 –	1,454 7 9	17,374	568,179 6 6	569,163 18 2	1,336 11 4	3 – –
Tynemouth	1	2	300	100	145 15 –	172 17 6	1,029	33,211 18 5	33,025 4 6	206 10 11	2 18 4
TOTAL	10	26	4,300	4,510	1,766 8 –	2,384 5 11	26,828	954,959 – 4	954,939 7 5	3,188 7 8	3 – – Average.
NOTTINGHAM:											
East Retford	–	4	–	2,200	156 16 –	180 2 2	2,690	64,502 – 7	64,118 12 10	749 – 8	2 18 4
Newark-on-Trent	1	3	1,000	600	250 – –	255 7 8	2,873	78,200 9 –	78,204 10 5	410 15 –	2 18 4
Nottingham	1	4	3,000	1,000	760 – –	1,039 19 7	16,689	343,929 10 7	343,589 5 –	792 15 11	2 18 4
Southwell	–	3	–	500	49 5 1	73 4 11	1,225	25,299 7 2	25,153 3 10	226 2 10	3 – 10
Worksop	1	2	500	300	131 13 3	187 5 6	1,939	60,101 17 4	59,908 2 5	340 5 6	3 – –
TOTAL	3	16	4,500	5,200	1,347 14 4	1,735 19 10	25,416	572,033 4 8	570,973 14 6	2,518 19 11	2 18 7 Average.

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
300 2 1	–	– – –	–	– – –	–	– – –	–	– – –	– 7 6	698	479	6 11 2	13 14 –
200 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 10 5	1,083	61 2	5 13 9	18 13 –
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 –	369	195	6 13 9	18 11 9
500 2 1	–	– – –	–	– – –	–	– – –	–	– – –	– 8 9 Average.	2,150	1,286	6 2 10	16 15 11
326 9 1	–	– – –	–	– – –	–	– – –	–	– – –	– 5 10	395	280	4 8 6	11 7 7
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 1	295	190	4 4 2	14 – 10
565 – –	3	34 10 –	1	30 – –	–	– – –	–	– – –	– 4 2	469	333	5 12 6	13 12 3
90 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 1	486	690	3 9 –	3 19 8
1,550 – –	10	195 10 –	–	– – –	–	– – –	–	– – –	– 5 9	2,117	1,462	4 6 4	11 8 –
4,850 – –	5	89 – –	–	– – –	–	– – –	–	– – –	– 5 10	6,671	5,974	5 3 –	10 14 1
738 6 9	–	– – –	–	– – –	–	– – –	–	– – –	– 6 –	494	338	4 14 6	11 – 8
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 9	449	261	4 18 10	14 19 6
378 3 7	–	– – –	–	– – –	–	– – –	–	– – –	– 5 2	235	174	4 7 3	10 9 7
– –	2	57 – –	–	– – –	–	– – –	–	– – –	– 7 3	2,873	2,675	6 – 9	10 9 –
8,597 19 5	20	376 – –	1	30 – –	–	– – –	–	– – –	– 6 3 Average.	14,484	12,377	5 1 10	10 11 9
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 4	456	196	4 2 2	11 4 3
3,000 – –	3	55 – –	–	– – –	–	– – –	–	– – –	– 4 11	5,693	2,475	4 1 2	13 19 2
30 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 5	656	424	4 15 1	11 9 5
576 4 4	–	– – –	–	– – –	–	– – –	–	– – –	– 12 6	1,152	778	4 13 10	14 6 1
3,706 4 4	3	55 – –	–	– – –	–	– – –	–	– – –	– 6 6 Average.	7,967	3,873	4 4 3	13 12 –
415 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 2 8	272	177	10 19 3	21 5 2
378 16 11	9	188 – –	1	30 – –	–	– – –	–	– – –	– 4 5	986	669	7 6 5	18 17 5
700 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 4 6	1,564	1,993	6 8 1	9 2 7
1,956 10 6	–	– – –	–	– – –	–	– – –	–	– – –	– 3 8	1,075	714	7 18 8	15 13 8
2,635 14 3	–	– – –	–	– – –	–	– – –	–	– – –	– 5 1	745	612	6 14 9	12 12 2
8,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 –	19,761	16,788	5 2 3	7 9 11
– –	2	42 – –	–	– – –	–	– – –	–	– – –	– 10 –	1,125	1,846	6 7 –	5 11 1
14,086 1 8	11	230 – –	1	30 – –	–	– – –	–	– – –	– 4 11 Average.	25,528	22,799	5 11 3	8 6 4
820 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 6	1,526	789	5 15 –	14 13 4
2,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 11	1,707	1,083	6 4 2	12 2 4
9,449 14 10	–	– – –	–	– – –	–	– – –	–	– – –	– 6 –	15,015	10,047	4 13 9	8 3 4
425 – –	3	45 – –	–	– – –	4	70 – –	–	– – –	– 5 7	844	347	4 5 7	13 – 5
350 – –	26	553 – –	4	80 – –	–	– – –	–	– – –	– 6 2	1,061	872	6 4 9	8 9 10
13,044 14 10	29	598 – –	4	80 – –	4	70 – –	–	– – –	– 5 11 Average.	20,153	13,138	4 19 3	9 – 10

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
OXFORD:											
Banbury	1	3	1,000	1,500	323 8 6	434 13 3	5,002	139,559 6 5	139,439 3 2	507 9 5	3 – –
Bicester	1	1	200	40	75 – –	89 11 6	523	18,363 10 6	18,068 9 9	313 2 11	2 18 4
Henley-on-Thames	1	3	600	300	100 – –	127 6 1	1,346	40,651 18 8	40,552 10 1	169 5 2	3 – –
Oxford	1	1	2,000	200	220 – –	351 13 11	5,287	131,745 18 6	130,606 4 10	1,996 11 7	3 – –
Thame	1	2	500	200	45 – –	47 13 8	651	12,479 4 8	11,918 18 9	587 16 2	2 18 4
Woodstock	1	1	2,000	200	25 – –	33 6 6	165	5,711 6 3	5,671 6 9	101 16 3	2 15 6
TOTAL	6	11	6,300	2,440	788 8 6	1,084 4 11	12,974	348,511 5 –	346,256 13 4	3,676 1 6	2 19 9 Average.
SALOP:											
Bridgnorth	1	4	1,000	1,650	262 15 –	276 4 6	2,450	89,722 16 –	89,202 17 3	691 7 2	3 – –
Ellesmere	2	2	200	200	75 – –	101 17 11	1,075	39,644 1 11	39,197 14 10	540 13 4	3 – –
Lilleshall	1	1	–	100	50 – –	54 2 6	387	12,721 18 3	12,482 19 9	221 16 2	3 – 10
Ludlow	1	2	1,000	300	210 – –	252 3 11	2,009	73,215 16 –	73,145 14 2	263 1 5	3 – –
Market Drayton	1	3	500	150	51 6 –	85 3 3	959	35,852 15 –	35,711 15 8	255 17 9	3 – 10
Newport	2	2	200	100	110 10 –	128 2 4	1,856	50,923 14 2	50,768 14 5	379 7 7	3 – 10
Oswestry	1	3	200	650	200 – –	257 9 7	3,205	106,022 – 10	105,704 2 7	614 9 3	3 – 10
Shrewsbury	2	3	2,300	1,250	445 – –	677 14 2	6,663	235,983 8 6	235,373 19 –	1,337 3 –	3 – –
Wellington	1	2	1,000	1,200	130 – –	146 5 7	746	31,391 15 2	31,688 5 8	(*a*) – – –	3 – –
Wenlock	1	2	1,000	600	170 – –	211 1 6	2,482	71,678 1 9	71,310 – 8	584 2 3	3 – –
Whitchurch	1	4	1,000	800	153 – –	249 17 2	2,090	75,685 2 2	74,797 8 7	1,090 17 9	3 – 5
TOTAL	14	28	8,400	7,000	1,857 11 –	2,440 2 5	23,922	822,841 9 9	819,383 9 7	5,978 15 8	3 – 3 Average.
SOMERSET:											
Bath	1	5	5,000	2,200	742 – –	931 17 7	9,550	328,520 13 2	327,336 4 2	1,342 7 3	3 – 10
Bridgwater	3	1	1,500	500	120 – –	182 13 3	2,171	50,821 12 4	50,081 17 –	746 4 2	3 – –
Castle Cary	2	5	1,200	800	219 – –	251 19 3	2,764	75,171 6 7	75,217 18 11	146 5 1	3 – –
Crewkerne	1	1	800	100	50 – –	85 9 –	967	21,249 3 3	21,256 7 7	264 12 –	2 15 –
Frome Selwood	1	2	500	500	110 – –	140 3 2	1,121	36,339 15 9	35,953 10 8	517 5 7	2 18 4
Nether Stowey	1	3	1,000	750	61 – –	70 10 5	575	21,057 12 –	20,987 19 5	85 5 7	3 – –
Taunton	2	3	1,000	1,000	690 – –	802 1 2	7,759	238,185 5 7	238,663 14 9	474 9 6	3 – 10
Wells	1	1	500	500	120 – –	162 12 9	2,099	51,578 11 3	51,477 18 10	339 17 1	3 – –
Wrington	1	1	500	–	30 – –	42 17 6	345	8,753 1 3	8,451 17 –	313 16 8	2 18 4
Yeovil	1	2	1,000	200	247 – 8	261 – 8	2,389	59,113 14 9	58,472 19 4	849 11 10	2 18 4
TOTAL	14	24	13,000	6,550	2,389 – 8	2,931 4 9	29,740	890,790 15 11	887,900 7 8	5,079 14 9	3 – 3 Average.
STAFFORD:											
Brewood	1	2	100	50	30 – –	34 19 8	371	13,631 11 4	13,432 13 3	246 16 8	3 – –
Burton-on-Trent	1	1	1,000	1,000	100 – –	130 8 8	74	977 18 2	748 13 7	454 1 9	3 – –
Cheadle	1	3	2,000	600	120 10 –	142 10 7	1,207	45,357 9 2	45,317 18 –	211 6 9	3 – –
Eccleshall	1	1	200	100	15 – –	19 5 2	201	3,944 14 –	3,808 14 7	154 13 –	2 18 4
Hanley	1	2	500	550	109 9 –	151 5 –	1,673	53,147 12 1	53,015 16 6	399 5 4	3 – 7
Kingswinford	1	2	–	300	137 17 –	185 19 10	1,556	47,896 5 6	47,684 8 7	458 19 2	3 – –
Leek	1	2	300	320	88 8 –	117 14 –	1,583	55,842 17 6	55,707 14 5	438 9 5	3 – 10
Lichfield	1	1	600	200	70 – –	99 14 9	1,002	26,811 19 9	26,928 19 8	33 4 10	3 – –
Newcastle-under-Lyne.	1	1	1,000	250	80 – –	137 1 5	1,221	36,718 16 6	36,075 8 5	761 – 11	2 18 4
Penkridge	1	1	200	100	35 – –	41 16 –	411	10,287 9 3	10,263 3 3	53 14 1	2 18 4
Pirehill Meaford	1	2	700	500	94 – –	110 9 5	603	23,141 3 11	23,045 1 10	184 6 4	3 – –
Rugeley	–	1	–	500	70 – –	88 7 6	872	30,616 17 5	30,260 8 –	475 16 10	3 – –
Shenston	1	1	200	30	18 – –	23 19 4	213	7,270 10 9	7,249 13 6	21 7 11	2 17 1
Stafford	1	1	1,000	150	80 – –	118 10 6	1,094	30,008 5 4	29,998 17 9	184 15 7	3 – 5
Stoke-upon-Trent	1	1	250	250	15 – –	26 3 1	343	4,290 2 5	4,123 11 4	135 – 11	3 – 7
Tamworth	1	1	600	200	65 – –	109 12 9	1,068	37,672 2 1	37,694 12 9	74 11 11	3 – 7
Trentham	2	2	400	400	50 – –	50 – –	182	7,784 13 8	7,619 16 9	86 – 3	3 – –
Tunstall	1	1	300	100	15 – –	19 2 –	153	4,387 7 1	4,349 3 9	59 4 3	2 15 6
Uttoxeter	1	2	–	500	55 5 –	62 12 9	653	13,120 7 8	13,138 16 2	82 4 8	2 15 –
Wolverhampton	1	3	1,000	500	170 – –	221 11 8	1,084	29,818 8 4	30,347 17 5	612 14 –	3 – –
Yoxall and Barton	1	2	1,000	300	40 3 4	52 16 3	380	9,340 6 4	9,080 13 –	267 7 5	2 16 3
TOTAL	21	33	11,350	6,900	1,458 9 4	1,944 – 4	15,944	492,066 18 3	489,892 2 6	5,445 2 –	2 19 9 Average.

(*a*) £. 335. 5 *s.* 10 *d.* due to Treasurer.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- -	27	518 - -	-	- -	-	- -	-	- -	- 6 2	3,753	1,668	4 4 4	14 3 3
- -	-	- -	-	- -	-	- -	-	- -	- 6 8	382	163	6 14 10	22 16 7
100 - -	-	- -	-	- -	-	- -	-	- -	- 6 2	1,104	491	3 13 10	13 6 6
4,500 - -	-	- -	-	- -	-	- -	-	- -	- 5 4	2,109	1,691	5 5 7	15 5 6
24 14 11	1	10 - -	-	- -	-	- -	-	- -	- 7 7	502	190	3 10 7	12 - 5
120 - -	-	- -	-	- -	-	- -	-	- -	- 11 2	124	43	2 13 2	13 5 3
4,744 14 11	28	528 - -	-	- -	-	- -	-	- -	- 6 1 Average.	7,974	4,246	4 9 7	14 14 9
700 - -	36	530 - -	1	30 - -	1	20 - -	-	- -	- 6 1	1,436	1,065	7 - -	11 6 -
220 18 6	-	- -	-	- -	-	- -	-	- -	- 5 -	631	445	6 18 9	16 8 8
430 14 6	-	- -	-	- -	-	- -	-	- -	- 8 2	180	159	7 3 6	7 7 9
3,077 1 11	-	- -	-	- -	-	- -	-	- -	- 6 7	870	639	6 19 9	16 12 5
698 - -	-	- -	-	- -	-	- -	-	- -	- 4 7	527	328	6 17 5	17 18 8
6 11 3	-	- -	-	- -	-	- -	-	- -	- 5 -	934	642	5 9 3	11 1 4
1,250 - -	-	- -	-	- -	-	- -	-	- -	- 4 9	1,815	1,254	6 16 2	13 13 3
10,100 - -	-	- -	-	- -	-	- -	-	- -	- 5 5	4,025	3,809	6 4 7	9 19 7
754 13 -	-	- -	-	- -	-	- -	-	- -	- 9 7	375	373	8 3 8	14 7 4
2,385 - -	3	28 - -	-	- -	-	- -	-	- -	- 5 8	1,160	843	5 11 1	11 9 3
850 - -	-	- -	-	- -	-	- -	-	- -	- 4 7	874	775	7 10 5	16 10 7
20,472 19 2	39	558 - -	1	30 - -	1	20 - -	-	- -	- 5 9 Average.	12,827	10,332	6 11 4	12 6 4
5,817 13 8	366	7,487 16 -	20	373 - -	5	85 - -	-	- -	- 5 6	8,290	5,017	4 17 -	11 9 8
1,714 8 6	6	75 8 6	-	- -	-	- -	-	- -	- 6 11	1,074	821	5 18 4	11 17 -
1,434 18 5	-	- -	-	- -	-	- -	-	- -	- 6 6	2,091	687	3 19 3	15 5 10
- -	-	- -	-	- -	-	- -	-	- -	- 7 11	708	203	3 14 3	12 9 6
1,100 - -	-	- -	-	- -	-	- -	-	- -	- 7 5	429	761	9 5 5	10 14 5
55 13 5	-	- -	-	- -	-	- -	-	- -	- 6 8	187	156	6 11 -	20 1 10
5,439 - 5	76	1,545 - -	-	- -	-	- -	-	- -	- 6 8	4,502	3,803	5 9 3	11 13 11
50 - -	6	106 - -	3	30 - -	-	- -	-	- -	- 6 3	1,389	613	4 15 3	13 19 8
9 5 8	3	70 - -	-	- -	1	5 - -	-	- -	- 6 8	123	61	5 1 4	16 18 5
484 9 6	-	- -	-	- -	-	- -	-	- -	- 8 3	1,604	670	3 10 3	14 2 -
16,105 9 7	457	9,284 4 6	23	403 - -	6	90 - -	-	- -	- 6 5 Average.	20,397	12,792	4 18 8	12 2 6
89 15 4	-	- -	-	- -	-	- -	-	- -	- 5 1	184	126	5 6 11	12 9 4
120 - -	This Bank has since closed.												
730 - -	12	240 12 -	41	265 - -	-	- -	6	75 - -	- 6 -	620	471	8 6 7	14 13 6
80 - -	-	- -	-	- -	-	- -	-	- -	- 9 6	105	103	6 - 7	13 10 -
127 - -	-	- -	-	- -	-	- -	-	- -	- 5 7	2,132	1,571	5 10 9	12 12 4
380 - -	-	- -	-	- -	-	- -	-	- -	- 6 2	1,079	866	5 7 -	21 1 -
200	-	- -	-	- -	-	- -	-	- -	- 4 2	942	479	7 16 11	16 9 11
783 14 6	-	- -	-	- -	-	- -	-	- -	- 7 1	542	450	5 7 11	17 18 6
- -	-	- -	-	- -	-	- -	-	- -	- 7 5	1,293	765	5 6 6	11 19 10
- -	-	- -	-	- -	-	- -	-	- -	- 8 1	194	148	5 12 7	15 11 -
1,000 - -	-	- -	-	- -	-	- -	-	- -	- 9 1	289	334	5 16 8	13 19 8
1,870 - -	-	- -	-	- -	-	- -	-	- -	- 5 5	373	383	5 17 9	15 7 5
294 9 2	-	- -	-	- -	-	- -	-	- -	- 6 4	180	59	3 11 8	26 18 4
40 - -	-	- -	-	- -	-	- -	-	- -	- 7 10	905	654	3 12 8	17 8 5
- -	-	- -	-	- -	-	- -	-	- -	- 12 1	1,932	365	- 11 5	3 6 5
70 - -	3	40 - -	1	13 - -	-	- -	-	- -	- 5 9	749	402	4 10 2	14 8 4
390 - -	-	- -	-	- -	-	- -	-	- -	- 12 10	88	51	6 8 3	17 4 2
- -	-	- -	-	- -	-	- -	-	- -	- 8 8	138	75	6 4 2	16 9 4
- -	-	- -	-	- -	-	- -	-	- -	- 10 -	326	159	5 17 8	17 3 1
- -	-	- -	-	- -	-	- -	-	- -	- 14 9	969	830	4 2 9	19 5 5
185 19 -	-	- -	-	- -	-	- -	-	- -	- 11 -	184	122	4 12 3	21 11 6
6,360 18 -	15	280 12 -	42	278 - -	-	- -	6	75 - -	- 7 9 Average.	13,096	10,233	4 16 4	16 17 1

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt, on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—*continued.*											
SUFFOLK:			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Bungay	1	2	200	300	65 5 –	72 17 –	796	21,602 2 6	21,471 15 4	214 18 4	2 18 4
Bury St. Edmunds	1	3	1,000	1,000	202 10 –	277 14 7	2,903	104,178 8 8	103,859 15 –	798 3 5	3 – –
Eye	1	4	500	700	130 – –	148 11 9	1,455	35,774 16 2	35,302 8 6	681 2 4	2 15 6
Framlingham	–	1	–	1,000	81 11 3	81 11 3	653	21,391 16 1	21,157 6 6	271 10 7	2 18 9
Hadleigh	3	1	400	200	60 – –	110 10 –	703	24,099 7 11	24,022 14 5	190 3 8	2 17 1
Halesworth	1	3	1,000	300	76 – –	107 16 3	742	23,443 1 7	23,222 15 4	277 15 11	2 18 4
Haverhill	1	1	300	100	30 – –	49 10 2	551	14,505 3 2	14,375 9 7	219 10 4	2 18 4
Ipswich, Corn Hill	1	3	500	1,000	66 – –	81 15 8	614	19,417 14 6	19,250 9 7	167 4 11	2 18 4
Ipswich, Queen Street.	1	3	1,000	600	345 – –	428 16 10	4,261	118,602 16 5	118,557 5 –	537 4 7	2 18 4
Lowestoft	1	2	1,000	100	54 4 –	88 15 –	907	22,824 12 11	22,493 7 1	369 14 5	2 18 10
Saxmundham	2	2	500	500	14 6 –	16 13 2	248	4,153 19 6	4,143 1 8	17 11 8	2 17 1
Sudbury	1	1	500	500	80 – –	105 12 4	1,095	38,339 12 3	38,095 10 10	290 19 5	3 – –
Woodbridge	1	2	1,000	600	160 – –	226 11 10	2,130	68,866 11 11	68,883 13 11	313 12 4	3 – –
TOTAL	15	28	7,900	6,900	1,364 16 3	1,796 15 10	17,058	517,200 3 7	514,835 12 9	4,349 11 11	2 18 9 Average.
SURREY:											
Camberwell	1	5	500	525	245 10 –	326 11 1	3,008	50,739 7 8	50,569 14 5	493 17 5	2 15 –
Chertsey	1	1	300	100	65 – –	88 – 6	590	15,685 9 –	15,449 18 5	342 6 6	3 – –
Croydon	1	4	250	300	145 – –	169 17 6	1,284	34,235 10 9	33,631 2 5	634 12 1	2 18 4
Dorking	1	1	500	100	101 – 6	101 – 6	912	27,781 4 4	27,624 1 11	294 11 2	2 18 4
Epsom	1	1	200	100	60 – –	69 16 6	411	9,387 18 7	9,617 1 11	(a) – – –	2 16 –
Ewell	1	2	200	30	25 – –	37 7 3	182	5,023 17 1	4,915 14 9	135 11 1	2 16 –
Farnham	1	2	1,000	1,050	105 – –	130 1 4	1,735	47,981 3 5	47,621 3 1	530 9 10	3 – 10
Godalming	1	2	1,500	200	70 – –	70 1 10	476	18,044 19 2	17,851 2 6	358 4 3	2 18 4
Guildford	1	5	1,500	350	151 – –	230 1 3	2,515	81,489 4 2	80,867 6 7	763 9 –	3 – 10
Kennington	1	1	500	100	50 – –	100 17 6	1,599	14,468 2 9	14,210 7 10	356 14 10	2 17 1
Kingston	1	3	1,000	400	147 – –	191 17 1	1,766	40,567 5 3	40,424 6 3	302 4 3	3 – –
Lambeth	1	4	1,000	1,550	243 10 –	490 10 1	2,980	66,497 14 7	66,266 13 7	675 9 10	2 15 6
Lambeth, St. John	1	1	500	200	60 – –	94 6 7	673	14,641 11 8	14,328 1 3	319 16 4	2 15 6
Reigate	1	2	200	20	70 13 4	82 2 2	1,014	27,015 5 8	26,613 16 1	496 4 8	3 – 10
Richmond	1	2	1,000	600	215 15 –	237 15 11	1,896	38,319 6 8	38,072 12 7	355 18 10	2 15 6
Rotherhithe	2	1	700	100	52 – –	87 6 7	990	10,602 1 10	10,249 19 4	332 15 8	2 18 4
Southwark	1	9	2,000	2,200	1,072 7 7	1,287 1 8	10,412	232,682 8 9	231,046 11 –	3,008 16 9	2 18 4
TOTAL	18	46	12,850	7,925	2,878 16 5	3,794 15 4	32,443	735,162 11 4	729,359 13 11	9,401 2 6	2 18 3 Average.
SUSSEX:											
Arundel	2	2	600	100	66 – –	105 18 2	1,205	39,170 6 –	38,914 14 1	368 1 1	3 – –
Battle	1	1	500	500	75 – –	103 7 10	1,506	41,125 4 9	40,741 18 6	522 – 4	3 – –
Brighton	1	3	1,000	1,400	585 – –	730 13 8	7,483	215,486 17 8	214,130 8 4	2,139 – 11	3 – –
Chichester	1	1	500	200	220 – –	238 10 3	3,022	106,780 12 2	106,546 12 –	512 4 9	3 – –
East Grinstead	1	2	400	300	110 6 7	130 8 2	1,071	29,868 7 1	29,561 15 8	432 7 6	2 18 4
Hastings	1	2	500	250	92 7 5	121 10 2	1,068	25,731 4 4	25,435 6 5	366 2 4	3 – –
Horsham	1	2	500	300	80 – –	105 – 9	987	30,427 13 11	30,521 14 9	242 5 10	3 – –
Lewes	1	1	1,000	300	188 4 –	253 3 9	3,198	86,972 14 6	86,702 13 4	492 16 –	3 – –
Midhurst	1	2	400	100	46 – –	55 17 6	539	19,750 4 6	19,381 18 3	389 8 –	2 18 4
Petworth	1	3	200	400	115 – –	121 19 9	658	22,294 2 5	22,095 10 8	184 3 3	2 16 8
Rye	1	3	500	300	122 – –	133 4 3	1,259	46,224 12 1	45,869 19 9	428 7 6	3 – –
Uckfield	1	1	300	250	47 10 –	60 5 6	342	9,986 4 10	9,788 1 4	210 – 4	2 15 6
Worthing	–	4	–	700	93 3 9	130 4 6	1,198	31,163 1 11	30,645 13 9	744 3 11	2 15 6
TOTAL	13	27	6,400	5,100	1,840 11 9	2,290 4 3	23,536	704,981 6 2	700,336 6 10	7,031 1 9	2 19 6 Average.

(a) £. 140. 18 *s.* 5 *d.* due to Treasurer.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
350 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 7	523	320	3 14 3	8 18 8
800 – –	10	171 – –	5	125 – –	–	– – –	–	– – –	– 5 3	1,744	1,092	5 3 7	13 10 5
600 – –	4	75 – –	4	90 – –	–	– – –	–	– – –	– 8 1	940	349	4 – 10	13 15 3
214 14 10	–	– – –	–	– – –	–	– – –	–	– – –	– 7 6	406	161	5 10 1	19 4 2
250 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 –	318	201	6 7 –	14 – 2
41 13 7	3	58 – –	–	– – –	–	– – –	–	– – –	– 8 11	462	237	4 5 6	16 16 6
43 13 5	–	– – –	–	– – –	–	– – –	–	– – –	– 6 9	358	234	5 5 5	9 16 –
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 5	463	349	4 11 10	13 1 1
1,200 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	3,661	3,147	4 14 7	8 19 1
110 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 8	559	357	4 12 3	14 3 7
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 –	247	59	2 8 –	12 14 2
230 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 5	799	527	4 – 6	8 15 4
1,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 5	1,577	804	3 – 2	12 11 5
4,840 1 10	17	304 – –	9	215 – –	–	– – –	–	– – –	– 6 10 Average.	12,057	7,837	4 10 10	11 4 4
– –	39	594 9 6	2	50 – –	2	20 – –	–	– – –	– 12 9	3,375	1,882	3 – 8	9 – 11
460 – 1	–	– – –	–	– – –	–	– – –	–	– – –	– 10 9	468	352	4 19 6	19 10 6
738 16 9	–	– – –	–	– – –	–	– – –	–	– – –	– 9 8	855	692	4 17 9	11 13 1
516 – 5	–	– – –	–	– – –	–	– – –	–	– – –	– 7 1	677	212	4 11 11	25 10 3
60 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 14 7	292	236	4 7 –	13 13 1
47 12 1	–	– – –	–	– – –	–	– – –	–	– – –	– 3 5	113	57	3 5 8	12 9 3
850 – –	9	142 13 –	4	60 – –	–	– – –	–	– – –	– 5 3	1,274	652	4 14 10	12 3 11
934 10 7	–	– – –	–	– – –	–	– – –	–	– – –	– 7 4	359	191	5 10 –	17 11 1
1,320 3 –	27	551 3 –	–	– – –	–	– – –	–	– – –	– 5 6	1,919	1,526	5 17 2	12 12 11
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 13 7	2,034	760	4 16 11	12 16 5
500 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 3	1,160	807	4 16 8	14 1 8
100 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 11 4	6,389	2,900	2 9 8	9 18 5
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 12 11	1,398	650	1 18 10	7 12 5
360 10 –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 11	926	262	3 1 3	15 17 4
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 5	1,810	914	3 10 5	12 11 8
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 16 7	2,035	741	1 18 –	11 6 5
7,800 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 10 7	9,518	5,531	4 13 4	15 18 11
13,687 12 11	75	1,288 5 6	6	110 – –	2	20 – –	–	– – –	– 10 1 Average.	34,602	18,365	3 6 6	12 16 8
473 11 10	4	110 – –	1	30 – –	–	– – –	–	– – –	– 5 –	702	410	6 2 10	12 4 –
873 15 7	–	– – –	–	– – –	–	– – –	–	– – –	– 4 10	945	395	5 9 11	14 16 7
500 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 9	12,189	5,476	4 12 9	13 15 –
2,300 – –	102	2,019 12 –	3	46 – –	–	– – –	–	– – –	– 4 4	2,192	1,376	5 9 5	13 – 4
149 4 3	–	– – –	–	– – –	–	– – –	–	– – –	– 8 3	759	248	4 7 7	16 4 1
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 5	1,056	850	3 11 3	6 7 7
300 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 9	714	324	5 12 3	14 7 8
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 9	2,439	782	4 14 –	16 5 2
150 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 7	285	140	5 7 6	13 15 1
494 7 5	–	– – –	–	– – –	–	– – –	–	– – –	– 10 8	240	177	7 10 –	18 17 2
140 17 7	–	– – –	–	– – –	–	– – –	–	– – –	– 5 8	745	350	5 10 11	17 17 6
218 16 5	–	– – –	–	– – –	–	– – –	–	– – –	– 11 9	243	97	5 17 1	16 8 2
700 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 1	1,045	378	4 2 10	13 2 9
6,300 13 1	106	2,129 12 –	4	76 – –	–	– – –	–	– – –	– 6 5 Average.	23,554	11,003	4 16 7	13 12 4

1. COUNTY.	2. Number of Officers: Unpaid.	2. Number of Officers: Paid.	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
ENGLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
WARWICK:											
Alcester	1	1	500	500	40 17 5	65 9 5	470	14,747 15 2	14,721 2 1	90 8 4	3 – –
Atherstone	1	1	400	100	60 – –	73 16 8	547	24,057 6 2	23,843 3 2	245 11 3	3 – –
Coventry	1	1	1,000	1,000	250 – –	468 13 8	6,217	142,402 – –	140,923 6 10	2,149 11 2	2 18 4
Stratford-on-Avon	1	3	1,000	650	112 – –	156 – 7	1,132	37,508 7 4	37,307 12 9	204 10 8	3 – –
Sutton Coldfield	1	1	500	500	60 – –	66 4 3	301	8,894 11 4	8,773 4 10	117 10 2	2 15 –
Warwick	1	2	2,000	250	255 – –	373 10 –	4,272	141,370 1 2	140,840 5 10	1,071 19 6	3 – –
TOTAL	6	9	5,400	3,000	777 17 5	1,203 14 7	12,939	368,980 1 2	366,408 15 6	3,879 11 1	2 19 3 Average.
WESTMORLAND:											
Kirkby Lonsdale	1	3	400	400	70 – –	84 11 1	1,207	31,472 8 2	31,422 3 7	52 6 1	3 – –
WILTS:											
Bradford	1	1	– –	1,000	25 – –	34 18 8	321	10,138 6 4	9,960 6 2	178 – 2	3 – –
Calne	1	3	500	250	55 15 –	65 14 –	551	17,990 4 11	17,989 11 2	89 19 3	3 – –
Chippenham	1	3	1,000	600	137 12 –	163 3 7	1,344	44,313 10 9	44,097 3 6	441 18 2	2 18 4
Devizes	1	2	1,000	300	120 – –	204 2 7	2,127	64,702 7 9	64,478 3 8	429 8 5	3 – –
Malmesbury	1	3	500	600	40 – –	52 17 6	388	12,180 2 1	12,071 15 –	173 11 9	2 18 4
Marlborough	1	3	1,000	100	100 – –	157 2 5	1,334	50,971 9 11	51,150 16 4	67 16 3	3 – 10
Melksham	2	2	200	100	35 – –	40 18 7	347	9,175 4 1	9,136 9 8	38 14 5	2 18 4
Salisbury	1	5	1,500	1,200	352 10 –	435 13 8	3,632	130,852 3 6	131,045 9 8	277 14 10	3 – –
Swindon	1	1	500	250	75 – –	92 14 –	1,330	41,754 5 8	41,442 18 5	460 11 3	3 – –
Trowbridge	–	No Return received from this Bank									
Warminster	1	2	1,000	400	170 – –	215 – 9	2,183	68,123 – 6	67,994 13 1	388 3 3	3 – –
TOTAL	11	25	7,200	4,800	1,110 17 –	1,462 5 9	13,557	450,200 15 6	449,367 6 8	2,545 17 9	2 19 10 Average.
WORCESTER:											
Bewdley	1	1	500	100	40 – –	56 14 –	388	14,965 3 8	14,692 9 5	366 13 3	2 18 4
Bromsgrove	1	3	1,000	300	60 – –	70 16 10	1,116	20,261 18 –	19,827 10 8	594 2 5	3 – –
Droitwich	2	1	2,000	200	35 – –	37 2 6	246	7,638 15 10	7,604 6 8	87 15 5	2 18 9
Kidderminster	1	3	1,000	400	120 – –	139 17 8	1,418	42,941 12 3	42,830 18 3	263 19 6	3 – –
Shipston-on-Stour	1	2	200	200	55 15 –	95 – 1	1,206	43,495 9 10	43,253 14 8	361 14 –	3 – 10
Stourport	1	1	400	400	40 – –	56 – –	493	13,460 3 –	13,306 17 9	191 9 4	3 – –
Tenbury	1	2	500	100	47 14 –	53 6 7	718	15,788 10 8	15,553 16 11	319 5 2	3 – –
Upton-on-Severn	1	2	500	100	55 10 –	99 5 1	576	19,232 14 11	19,010 7 –	281 11 –	3 – –
Worcester	1	3	2,000	1,400	691 18 –	1,493 7 1	7,346	200,046 13 2	198,747 15 10	1,955 3 6	3 – –
TOTAL	10	18	8,100	3,200	1,145 17 –	2,101 9 10	13,507	377,831 1 4	374,827 17 2	4,421 13 7	3 – – Average.
YORK (EAST RIDING):											
Beverley	1	2	500	600	150 – –	238 7 4	1,921	70,070 5 7	69,487 19 5	793 10 5	3 – –
Bridlington	1	3	1,000	750	110 – –	261 – 11	1,391	46,033 12 5	45,808 12 3	268 14 3	3 – –
Driffield	1	3	1,000	800	105 – –	128 10 8	1,718	48,494 10 6	48,647 3 4	(a) – – –	3 – –
Howden	–	2	–	700	60 – –	72 9 7	719	21,396 8 7	21,235 19 9	222 1 5	2 18 4
Kingston-upon-Hull	–	8	–	5,700	1,056 – –	1,532 14 9	14,786	382,057 17 7	382,625 9 4	1,019 3 5	3 – –
York	1	4	1,000	900	525 – –	810 12 6	7,003	234,007 3 5	233,317 12 2	1,450 – –	3 – –
TOTAL	4	22	3,500	9,450	2,006 – –	3,043 15 9	27,538	802,059 18 1	801,122 16 3	3,753 9 6	2 19 11 Average.
YORK (NORTH RIDING):											
Bedale	1	2	1,000	60	85 – –	106 1 9	1,580	45,681 8 1	45,801 1 5	(a) – – –	3 – 10
Guisborough	1	2	–	200	65 – –	66 13 9	512	13,500 – 4	13,288 4 3	402 18 5	2 15 6
Leyburn	1	2	1,000	1,000	62 – –	68 13 –	1,078	24,431 14 6	23,989 4 2	539 9 9	3 – –
Malton	1	1	1,000	50	100 – –	203 3 4	2,213	66,126 5 8	65,868 3 10	525 12 1	2 18 4
Middlesborough-on-Tees.	1	1	1,000	100	20 – –	27 3 –	81	632 2 10	663 11 6	62 4 10	3 – –
Northallerton	1	1	1,000	500	60 – –	81 5 2	1,306	35,768 19 5	35,909 13 6	1 17 1	3 – –
Pickering	–	2	–	200	64 – –	89 6 2	890	21,813 5 –	21,700 16 –	203 12 2	2 16 8

(a) £. 51. 1 *s.* 6 *d.* due to Treasurer. (b) £. 88. 8 *s.* 11 *d.* due to Treasurer.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- -	-	- -	-	- -	-	- -	-	- -	- 5 -	272	176	5 9 5	13 7 1
230 - -	-	- -	-	- -	-	- -	-	- -	- 5 4	300	196	5 11 5	20 2 -
1,700 - -	19	364 - -	2	30 - -	-	- -	-	- -	- 6 4	7,978	3,639	4 1 10	11 4 -
90 - -	-	- -	-	- -	-	- -	-	- -	- 8 3	854	343	6 1 6	27 8 3
92 18 2	-	- -	-	- -	-	- -	-	- -	- 15 -	116	77	3 15 10	12 13 4
1,559 19 11	36	697 14 -	2	40 - -	-	- -	-	- -	- 5 3	3,229	1,632	4 9 5	15 3 7
3,672 18 1	55	1,061 14 -	4	70 - -	-	- -	-	- -	- 6 5 Average.	12,749	6,063	4 7 8	13 11 3
26 17 11	-	- -	-	- -	-	- -	-	- -	- 5 4	649	400	5 11 9	12 3 10
- -	-	- -	-	- -	-	- -	-	- -	- 6 10	268	166	4 12 5	10 17 6
- -	22	319 - -	-	- -	-	- -	-	- -	- 7 3	242	150	4 7 5	12 9 7
80 - -	20	333 10 -	4	65 - -	1	20 - -	-	- -	- 7 4	819	460	6 3 4	13 1 6
- -	25	490 3 -	2	20 - -	-	- -	-	- -	- 6 3	1,414	592	5 8 10	15 10 5
180 - -	-	- -	-	- -	-	- -	-	- -	- 8 6	213	93	5 1 2	23 17 8
1,100 - -	-	- -	-	- -	-	- -	-	- -	- 6 -	638	437	4 12 6	14 7 5
- -	-	- -	-	- -	-	- -	-	- -	- 8 11	207	100	4 - -	11 3 7
1,895 15 6	50	962 9 -	2	40 - -	1	15 - -	-	- -	- 6 7	2,086	1,565	5 13 7	11 18 4
400 - -	-	- -	-	- -	-	- -	-	- -	- 4 4	1,086	641	5 11 6	12 13 11
- -	-	- -	-	- -	-	- -	-	- -	—	—	—	—	—
250 - -	30	532 10 -	1	20 - -	2	30 - -	-	- -	- 5 -	1,370	869	4 17 5	10 15 9
3,905 15 6	147	2,637 12 -	9	145 - -	4	65 - -	-	- -	- 6 4 Average.	8,343	5,073	5 6 6	12 14 11
560 - -	-	- -	-	- -	-	- -	-	- -	- 6 8	218	111	5 7 8	27 5 2
- -	1	15 - -	-	- -	-	- -	-	- -	- 6 11	781	409	3 2 10	17 13 -
370 - -	-	- -	-	- -	-	- -	-	- -	- 9 2	123	52	3 17 2	25 5 6
445 - -	10	190 - -	2	30 - -	-	- -	-	- -	- 6 5	1,202	567	5 1 11	14 4 5
1,395 10 9	-	- -	-	- -	-	- -	-	- -	- 4 2	744	355	5 19 10	18 4 -
710 15 2	-	- -	-	- -	-	- -	-	- -	- 9 5	228	161	4 18 2	17 8 6
- -	-	- -	-	- -	-	- -	-	- -	- 6 8	389	196	5 1 2	14 16 1
600 19 10	-	- -	-	- -	-	- -	-	- -	- 9 11	482	259	4 11 -	13 4 9
11,092 18 11	3	59 - -	-	- -	-	- -	-	- -	- 14 1	4,413	3,483	6 - 5	21 - -
15,175 4 8	14	264 - -	2	30 - -	-	- -	-	- -	- 10 7 Average.	8,580	5,593	5 7 3	19 5 2
744 3 -	-	- -	-	- -	-	- -	-	- -	- 6 9	1,101	904	6 7 6	14 6 6
- -	-	- -	-	- -	-	- -	-	- -	- 5 -	986	689	6 5 11	9 10 6
50 - -	-	- -	-	- -	-	- -	-	- -	- 5 3	1,197	794	5 19 8	10 19 10
- -	-	- -	-	- -	-	- -	-	- -	- 6 8	406	263	6 12 10	15 8 2
1,300 - -	16	359 - -	-	- -	-	- -	-	- -	- 7 11	19,048	20,400	4 15 7	5 12 2
7,424 7 3	30	567 1 -	2	50 - -	-	- -	-	- -	- 6 10	4,614	3,687	6 13 6	11 16 1
9,518 10 3	46	926 1 -	2	50 - -	-	- -	-	- -	- 7 5 Average.	27,352	26,737	5 6 -	7 2 3
636 15 2	-	- -	-	- -	-	- -	-	- -	- 4 8	718	607	5 16 3	16 18 2
3 6 1	-	- -	-	- -	-	- -	-	- -	- 9 8	427	228	3 19 1	18 4 1
210 15 6	-	- -	-	- -	-	- -	-	- -	- 5 -	635	320	5 12 10	22 4 9
930 - -	-	- -	-	- -	-	- -	-	- -	- 6 3	1,204	962	6 5 9	10 7 1
- -	This Bank has since closed.												
- -	-	- -	-	- -	-	- -	-	- -	- 4 6	841	676	6 - 11	10 3 4
150 - -	-	- -	-	- -	-	- -	-	- -	- 8 1	403	414	8 6 -	9 16 6

(continued)

1. COUNTY.	2. Number of Officers: Unpaid	2. Number of Officers: Paid	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount Invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
ENGLAND—*continued.*											
YORK (NORTH RIDING)—*cont^d.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Richmond	1	2	1,000	750	120 – –	155 6 8	1,978	57,710 16 9	57,383 – –	350 14 11	3 – 10
Scarborough	1	1	500	300	80 – –	115 3 6	2,027	63,295 9 –	62,614 16 2	1,066 18 7	2 18 4
Stokesley	1	2	1,000	1,000	56 – –	74 10 6	739	23,061 5 9	23,190 2 11	48 2 8	3 – –
Thirsk	1	1	1,000	200	100 – –	191 8 8	1,696	58,159 14 6	58,459 12 4	(*a*) – – –	3 – –
Whitby	1	4	1,000	1,200	125 – –	158 11 2	1,239	22,920 11 4	23,003 19 –	47 3 3	2 15 6
TOTAL	11	21	9,500	5,560	937 – –	1,337 6 8	15,339	433,101 13 2	431,872 5 1	3,248 13 9	2 19 1 Average.
YORK (WEST RIDING):											
Barnsley	1	3	1,000	900	225 – –	308 18 2	3,543	79,238 4 7	78,468 6 –	889 18 4	2 18 4
Birstal and Batley	–	3	–	600	107 14 5	107 14 5	1,066	30,685 2 7	30,031 12 5	650 1 9	2 18 –
Bradford	1	3	1,000	800	588 14 –	710 1 4	9,836	232,428 18 11	232,627 6 9	176 17 7	3 – –
Doncaster	1	4	1,500	950	380 – –	494 3 7	4,355	155,177 19 5	154,204 13 4	1,312 11 5	3 – –
Goole	1	2	500	100	18 19 5	26 2 5	288	6,305 9 11	6,100 9 11	205 – –	2 18 4
Halifax	1	2	1,000	200	255 – –	302 2 1	1,653	72,303 6 2	71,443 10 5	1,103 5 6	2 18 4
Harewood	–	1	–	300	50 – –	58 – 6	356	15,830 16 –	15,770 10 6	65 16 6	3 – 10
Huddersfield	1	4	1,000	1,300	445 – –	675 10 –	7,188	219,687 3 11	217,819 – 3	2,373 – 1	3 – 7
Keighley	1	2	500	600	164 9 6	203 9 7	1,813	54,740 2 5	54,383 10 5	627 1 1	2 18 4
Knaresborough	1	4	1,000	350	270 – –	385 1 10	3,235	95,954 1 2	95,613 17 –	896 4 1	2 17 1
Leeds	1	7	3,000	2,400	826 10 3	975 8 3	12,809	358,734 11 8	355,781 12 10	3,289 2 4	2 18 4
Otley	1	2	500	500	90 – –	107 5 10	616	19,723 12 2	19,815 7 4	125 19 7	2 15 6
Pontefract	1	3	500	200	185 – –	247 3 10	2,663	83,141 8 –	82,924 6 10	335 18 5	3 – –
Ripon	1	2	1,000	300	117 – –	173 10 3	1,626	44,287 14 6	44,271 1 3	274 8 10	2 17 1
Rotherham	1	1	200	200	60 – –	118 17 11	1,061	21,078 11 11	20,953 2 –	266 8 1	2 18 6
Settle	1	2	500	500	160 – –	187 9 8	2,246	64,590 6 8	63,059 13 10	1,554 19 5	3 – –
Sheffield	1	10	1,000	2,900	991 6 3	1,401 1 8	19,355	430,460 18 8	426,434 14 11	5,198 6 –	3 – –
Wakefield	2	3	1,000	500	235 – –	284 17 5	1,874	52,101 7 3	51,908 15 10	323 4 3	2 15 6
Wentworth	–	1	–	500	30 – –	30 – –	419	9,608 – 6	9,428 18 1	251 13 8	3 – –
TOTAL	17	59	15,200	14,100	5,199 13 10	6,796 18 9	76,002	2,046,077 16 5	2,031,040 9 11	19,919 16 11	2 19 2 Average.
WALES:											
ANGLESEY:											
Beaumaris	3	6	700	1,800	197 13 –	249 8 1	1,559	41,043 – 2	40,613 15 4	559 19 11	2 15 6
BRECON:											
Brecon	1	4	200	600	85 – –	127 9 3	1,292	25,723 1 –	25,180 8 –	658 1 9	2 16 3
CARDIGAN:											
Aberystwyth	1	2	500	300	80 – –	116 6 –	1,185	39,212 14 5	38,808 13 5	427 3 6	3 – –
CARMARTHEN:											
Llandilo	1	3	200	220	90 – –	187 1 3	1,460	56,413 2 10	52,729 19 –	3,857 2 9	3 – –
Llanelly	1	1	500	150	25 – –	35 19 2	596	15,997 17 6	15,640 16 –	411 11 5	3 – 10
Newcastle-Emlyn	1	1	200	50	37 15 7	52 19 7	575	16,141 7 7	16,127 5 –	81 7 3	2 18 4
TOTAL	3	5	900	420	152 15 7	276 – –	2,631	88,552 7 11	84,498 – –	4,350 1 5	2 19 10 Average.
CARNARVON:											
Pwllheli	3	1	200	100	50 – –	76 16 10	528	15,715 5 1	15,662 13 1	162 8 11	2 15 6
DENBIGH:											
Denbigh	1	2	1,000	300	25 – –	50 7 5	406	6,763 11 2	6,819 6 –	3 16 5	2 15 6
Ruthin	–	2	–	1,000	60 – –	82 19 10	964	24,854 9 5	24,793 13 10	172 2 6	3 – –
Wrexnam	1	2	500	1,000	122 10 –	189 7 5	2,530	50,843 12 6	50,843 8 11	141 10 5	2 18 4
TOTAL	2	6	1,500	2,300	207 10 –	322 14 8	3,900	82,461 13 1	82,456 8 9	309 16 6	2 18 7 Average.

(*a*) £. 183. 8*s.* 7*d.* due to Treasurer.

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
322 3 3	6	140 – –	–	– – –	–	– – –	–	– – –	– 5 4	934	658	7 2 7	20 14 6
670 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 3 7	1,460	1,245	7 6 5	10 13 8
410 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 3	389	271	6 4 2	15 17 4
500 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 6	903	723	6 14 7	13 14 6
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 13 10	733	667	3 8 2	7 2 10
3,833 – –	6	140 – –	–	– – –	–	– – –	–	– – –	– 6 1 Average.	9,397	7,425	5 17 6	11 2 6
85 11 9	–	– – –	–	– – –	–	– – –	–	– – –	– 7 9	2,679	1,670	5 16 5	10 3 4
337 4 6	–	– – –	–	– – –	–	– – –	–	– – –	– 7 –	1,189	573	4 – 2	11 6 2
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 1	10,059	6,886	4 17 6	9 1 2
2,000 – –	60	1,275 4 –	4	61 – –	2	40 – –	–	– – –	– 6 4	3,849	2,254	6 10 6	13 19 8
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 3	373	173	3 13 7	11 17 5
1,800 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 8 1	1,771	1,015	5 12 11	17 10 6
850 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 11	119	129	9 17 11	14 18 11
755 19 3	–	– – –	–	– – –	–	– – –	–	– – –	– 6 1	8,535	5,294	4 13 4	7 18 7
500 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 3	2,047	1,027	5 9 7	16 8 1
2,453 – 2	–	– – –	–	– – –	–	– – –	–	– – –	– 8 2	1,875	1,359	6 9 5	14 10 1
14,510 13 1	–	– – –	–	– – –	–	– – –	–	– – –	– 5 2	14,382	11,927	5 2 1	8 9 7
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 6	389	303	6 9 7	18 – 9
1,879 3 9	–	– – –	–	– – –	–	– – –	–	– – –	– 6 11	1,647	940	5 14 1	13 2 3
108 3 –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 10	1,173	638	4 13 1	13 – 5
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 11 1	2,139	877	2 8 7	8 17 6
599 14 8	–	– – –	–	– – –	–	– – –	–	– – –	– 5 7	1,677	721	4 3 10	19 3 7
– –	17	307 – –	5	125 – –	–	– – –	–	– – –	– 6 5	28,334	17,814	4 4 10	6 18 5
2,333 16 10	–	– – –	–	– – –	–	– – –	–	– – –	– 10 10	1,730	851	4 9 1	14 – 3
33 15 3	–	– – –	–	– – –	–	– – –	–	– – –	– 6 2	259	172	5 17 5	8 1 9
28,247 2 3	77	1,582 4 –	9	186 – –	2	40 – –	–	– – –	– 6 6 Average.	84,226	54,623	4 16 11	9 4 4
1,000 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 11 9	1,125	801	3 14 9	10 8 8
163 2 –	–	– – –	–	– – –	–	– – –	–	– – –	– 9 3	787	453	4 9 2	12 8 8
900 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 5 9	497	363	8 17 4	15 1 6
343 16 8	–	– – –	–	– – –	–	– – –	–	– – –	– 6 7	735	223	10 – 4	19 12 –
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 4 2	708	303	4 10 10	11 6 7
– –	1	30 – –	–	– – –	–	– – –	–	– – –	– 6 6	193	124	10 3 7	13 16 11
343 16 8	1	30 – –	–	– – –	–	– – –	–	– – –	– 6 2 Average.	1,636	650	7 13 4	14 12 11
426 3 7	–	– – –	–	– – –	–	– – –	–	– – –	– 9 5	354	148	7 14 7	11 12 11
90 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 14 11	735	232	2 5 9	8 6 11
400 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 6 8	393	343	7 3 5	12 2 5
– –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 5	2,198	1,578	4 13 11	10 5 6
490 – –	–	– – –	–	– – –	–	– – –	–	– – –	– 7 9 Average.	3,326	2,153	4 9 1	10 7 2

1. COUNTY.	2. Number of Officers: Unpaid	2. Number of Officers: Paid.	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1865, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
WALES—*continued.*											
FLINT:			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Holywell	1	2	500	600	119 9 –	185 12 2	931	32,171 8 2	32,082 11 11	223 19 1	2 15 6
Maelor	1	1	500	700	40 – –	64 5 6	227	9,985 12 5	9,945 5 8	252 11 5	2 13 4
Mold	1	1	200	100	80 – –	139 18 4	1,163	39,080 9 4	38,841 5 11	404 19 2	2 18 4
St. Asaph	1	2	1,000	200	89 2 –	107 18 6	1,169	39,631 1 3	39,596 3 4	287 3 5	3 – 10
TOTAL	4	6	2,200	1,600	328 11 –	497 14 6	3,490	120,868 11 2	120,465 6 10	1,168 13 1	2 18 3 Average.
GLAMORGAN:											
Bridgend	1	2	1,000	200	91 10 –	118 4 1	745	33,781 18 7	33,412 19 11	524 15 9	2 18 4
Caerphilly	2	–	500	–	- - -	- - -	4	201 5 7	207 19 8	5 10 1	2 17 1
Cardiff	1	3	500	500	197 2 –	260 1 2	3,428	88,616 14 2	87,539 10 1	1,437 11 6	3 – 7
Swansea	2	4	2,000	500	295 – –	422 9 1	4,480	177,142 11 5	176,651 14 4	1,067 18 1	3 – –
TOTAL	6	9	4,000	1,200	583 12 –	800 14 4	8,657	299,742 9 9	297,812 4 –	3,035 15 5	3 – 4 Average.
MONTGOMERY:											
Welchpool	1	3	500	500	187 11 11	187 11 11	2,305	81,967 6 5	82,012 10 1	363 5 8	3 – – Average.
PEMBROKE:											
Haverfordwest	1	2	500	150	126 – –	230 5 4	2,362	91,146 – –	90,502 2 4	787 14 –	3 – –
Narberth	2	–	1,000	–	- - -	- - -	35	1,996 14 2	1,849 12 7	168 5 2	3 – –
Pembroke	1	3	500	200	115 7 –	154 13 5	1,377	61,878 17 7	61,519 18 3	480 3 8	3 – –
Tenby	1	1	300	100	20 – –	48 17 7	407	12,596 19 10	12,320 11 5	352 3 –	3 – –
TOTAL	5	6	2,300	450	261 7 –	433 16 4	4,181	167,618 11 7	166,192 4 7	1,788 5 10	3 – – Average.
RADNOR:											
Knighton	1	1	400	100	25 – –	38 – 7	667	13,389 5 8	13,313 9 –	141 – 8	3 – –

SCOTLAND.

ABERDEEN:											
Aberdeen	1	5	1,000	1,600	616 – –	716 17 6	20,186	243,098 14 4	242,730 1 –	1,105 17 6	3 – –
Ellon	–	1	–	250	20 – –	22 2 8	446	9,052 5 7	8,300 13 –	760 2 5	2 18 4
Insch	1	1	100	100	7 6 –	9 17 11	227	2,770 8 10	2,749 17 2	20 11 8	3 – –
Inverury	1	1	200	200	32 – –	43 15 4	1,193	7,210 5 10	7,054 16 9	198 19 9	2 15 –
Kildrummy	1	2	50	–	- - -	- - -	139	2,289 10 1	1,988 6 9	326 6 3	2 18 –
Kintore	1	3	200	200	14 3 –	19 12 10	248	6,787 15 10	6,805 5 3	3 4 9	3 – –
New Deer	1	1	100	100	21 – –	27 17 1	389	8,478 10 5	8,266 15 1	211 15 4	3 – –
TOTAL	6	14	1,650	2,450	710 9 –	840 3 4	22,828	279,687 10 11	277,895 15 –	2,626 17 [illegible]	2 19 9 Average.
BANFF:											
Banff	1	1	–	300	41 15 5	42 15 4	690	11,110 17 10	10,898 11 2	254 17 9	2 18 4
Gamrie	1	2	200	50	10 14 –	11 1 7	107	2,051 2 7	2,028 1 11	23 – 8	2 15 –
Marnoch	1	1	–	200	4 4 3	8 7 5	225	2,379 1 10	2,221 5 7	162 – 6	2 18 4
TOTAL	3	4	200	550	56 13 8	62 4 4	1,022	15,541 2 3	15,147 18 8	439 18 11	2 17 10 Average.
BERWICK:											
Coldstream	1	2	100	50	13 4 10	13 19 10	259	3,308 1 6	3,160 13 9	147 7 9	2 18 4
BUTE:											
Rothesay	1	3	300	240	69 – –	96 5 10	1,700	16,997 7 9	16,561 4 11	436 2 10	2 15 –
CAITHNESS:											
Thurso	1	1	300	200	15 9 9	15 15 4	267	2,758 9 3	2,691 5 6	84 4 8	2 15 –
Wick	1	3	500	500	71 – –	88 3 11	748	16,113 17 8	15,990 15 1	123 2 7	2 15 –
TOTAL	2	4	800	700	86 9 9	103 19 3	1,015	18,872 6 11	18,682 – 7	207 7 3	2 15 – Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- -	3	76 - -	-	- -	-	- -	-	- -	- 11 5	737	483	5 11 6	10 15 8
- -	-	- -	-	- -	-	- -	-	- -	- 8 11	97	115	6 15 6	15 16 8
1,000 - -	-	- -	-	- -	-	- -	-	- -	- 6 8	899	593	6 4 6	14 18 4
200 - -	-	- -	-	- -	-	- -	-	- -	- 5 4	750	373	5 16 7	11 16 -
1,200 - -	3	76 - -	-	- -	-	- -	-	- -	- 7 10 Average.	2,483	1,564	5 19 2	12 19 3
745 17 11	-	- -	-	- -	-	- -	-	- -	- 6 11	629	221	5 2 7	21 11 8
- -	-	- -	-	- -	-	- -	-	- -	- -	-	3	- -	95 - -
100 - -	-	- -	-	- -	-	- -	-	- -	- 5 10	5,484	2,640	4 5 10	10 7 2
1,700 - -	-	- -	-	- -	-	- -	-	- -	- 4 8	4,778	3,660	5 12 11	10 8 2
2,545 17 11	-	- -	-	- -	-	- -	-	- -	- 5 3 Average.	10,891	6,524	4 18 8	10 16 1
206 17 7	2	38 - -	-	- -	-	- -	-	- -	- 4 6 Average.	1,316	940	7 2 9	12 19 6
1,500 - -	-	- -	-	- -	-	- -	-	- -	- 4 11	1,366	1,284	8 10 6	11 - 10
4 12 6	-	- -	-	- -	-	- -	-	- -	- -	7	13	8 13 -	9 12 8
1,065 9 2	6	123 - -	-	- -	-	- -	-	- -	- 4 10	840	702	7 19 3	13 - 7
- -	-	- -	-	- -	-	- -	-	- -	- 7 8	314	156	5 4 2	11 19 2
2,570 1 8	6	123 - -	-	- -	-	- -	-	- -	- 5 1 Average.	2,527	2,155	7 18 6	11 15 10
- -	-	- -	-	- -	-	- -	-	- -	- 5 8	438	117	5 9 2	17 15 7

- - - - - - - - - SCOTLAND.

- -	48	921 18 -	-	- -	-	- -	-	- -	- 5 10	13,963	11,784	3 8 5	5 17 2
- -	-	- -	-	- -	-	- -	-	- -	- 4 10	267	174	4 4 -	14 5 4
- -	-	- -	-	- -	-	- -	-	- -	- 7 1	129	150	3 1 9	6 7 3
- -	-	- -	-	- -	-	- -	-	- -	- 12 -	326	226	2 17 1	8 1 6
- -	-	- -	-	- -	-	- -	-	- -	- -	33	58	4 17 10	19 6 11
80 - -	-	- -	-	- -	-	- -	-	- -	- 5 8	100	150	3 12 5	7 8 1
- -	-	- -	-	- -	-	- -	-	- -	- 6 7	207	208	4 2 11	12 12 2
80 - -	48	921 18 -	-	- -	-	- -	-	- -	- 6 - Average.	15,025	12,750	3 8 9	6 4 1
- -	6	88 10 6	-	- -	-	- -	-	- -	- 7 8	591	492	2 12 5	5 6 7
- -	-	- -	-	- -	-	- -	-	- -	- 10 -	42	66	4 4 11	5 2 11
- -	-	- -	-	- -	-	- -	-	- -	- 7 -	92	109	5 18 7	8 4 3
- -	6	88 10 6	-	- -	-	- -	-	- -	- 8 - Average.	725	667	3 2 9	6 2 9
- -	-	- -	-	- -	-	- -	-	- -	- 8 5	283	97	1 18 6	8 6 2
- -	4	58 - -	-	- -	-	- -	-	- -	- 11 -	1,694	1,341	4 8 -	5 17 7
- -	-	- -	-	- -	-	- -	-	- -	- 11 4	150	106	2 6 1	5 3 6
- -	-	- -	-	- -	-	- -	-	- -	- 10 11	467	595	4 - 4	6 4
- -	-	- -	-	- -	-	- -	-	- -	- 11 - Average.	617	701	3 12 1	6 1

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
SCOTLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
DUMBARTON:											
Alexandria	1	1	300	250	16 – –	42 – 8	713	4,429 10 7	3,704 8 5	731 2 10	2 15 –
Kirkintilloch	1	1	–	100	10 14 –	12 14 9	306	1,291 1 5	1,371 7 9	(*a*) – – –	2 10 –
TOTAL	2	2	300	350	26 14 –	54 15 5	1,019	5,720 12 –	5,075 16 2	731 2 10	2 13 10 Average.
DUMFRIES:											
Lochmaben	1	1	100	100	3 5 7	4 18 2	200	520 12 11	413 11 2	108 19 7	2 15 –
Thornhill	1	3	250	600	45 – –	49 2 3	692	8,884 6 9	8,695 14 9	251 6 7	2 15 –
TOTAL	2	4	350	700	48 5 7	54 – 5	892	9,404 19 8	9,109 5 11	360 6 2	2 15 –
EDINBURGH:											
Dalkeith	–	3	–	250	100 – –	111 3 7	971	14,357 2 8	14,046 16 6	398 5 –	2 10 –
Edinburgh	1	12	1,000	6,900	1,947 15 –	2,431 6 –	34,446	562,303 4 –	557,416 18 6	7,420 1 11	3 – –
Newhaven	2	1	–	100	5 – –	10 – –	285	1,930 13 9	1,758 13 –	178 – 7	3 – –
TOTAL	3	16	1,000	7,250	2,052 15 –	2,552 9 7	35,702	578,591 – 5	573,222 8 –	7,996 7 6	2 19 8 Average.
ELGIN, or MORAY:											
Elgin	2	6	1,000	1,700	73 17 1	92 1 4	1,028	17,014 6 4	17,291 19 3	(*b*) – – –	2 17 6
Forres	1	3	500	250	34 – –	40 10 6	442	6,097 – 4	5,933 12 10	199 10 11	2 15 –
TOTAL	3	9	1,500	1,950	107 17 1	132 11 10	1,470	23,111 6 8	23,225 12 1	199 10 11	2 16 9 Average.
FIFE:											
Cupar	1	4	500	500	133 8 7	148 – 2	1,772	27,053 10 11	26,872 1 1	181 9 10	2 15 –
Dunfermline	1	5	500	800	137 – –	182 9 10	3,439	58,881 5 1	58,428 15 –	598 6 6	3 – –
Kirkaldy	2	2	1,000	200	90 – –	114 5 7	2,140	23,324 7 3	23,660 – 8	209 1 7	2 16 3
St. Andrews	1	1	250	250	29 4 –	35 2 –	728	8,387 1 2	8,334 12 2	123 – –	2 15 –
TOTAL	5	12	2,250	1,750	389 12 7	479 17 7	8,079	117,646 4 5	117,295 8 11	1,111 17 11	2 17 8 Average.
FORFAR:											
Brechin	1	3	150	150	34 3 –	38 12 –	802	10,451 18 11	10,384 13 8	126 – 4	2 18 4
Dundee	1	5	200	1,400	500 10 –	604 3 3	8,728	142,072 13 4	142,479 3 6	345 3 10	3 – –
Forfar	1	5	200	375	29 8 –	37 2 6	722	7,057 13 5	6,699 6 2	407 17 6	2 15 –
Montrose	1	3	200	550	135 – –	178 6 2	3,225	49,941 14 7	49,499 12 1	584 14 –	3 – –
TOTAL	4	16	750	2,475	699 1 –	858 3 11	13,477	209,524 – 3	209,062 15 5	1,463 15 8	2 19 8 Average.
INVERNESS:											
Inverness	2	7	400	1,050	107 14 –	170 10 6	3,078	38,763 6 11	36,023 7 3	2,851 – 6	3 – –
Portree (Isle of Skye)	1	1	–	–	10 – –	10 18 1	173	1,557 16 8	1,360 11 1	211 1 –	2 15 –
TOTAL	3	8	400	1,050	117 14 –	181 8 7	3,251	40,321 3 7	37,383 18 4	3,062 1 6	2 19 9 Average.
KINCARDINE:											
Fettercairn	2	1	100	100	8 1 10	10 6 10	109	2,110 12 4	1,941 14 7	177 9 7	2 15 –
Fordoun	1	2	100	120	18 16 3	21 14 11	250	4,051 6 9	4,017 9 1	33 17 8	2 15 –
Lawrencekirk	1	2	100	120	9 13 –	10 9 2	132	1,605 15 8	1,479 6 7	126 9 1	2 15 –
Stonehaven	1	1	500	500	60 – –	92 5 10	1,093	45,002 – 2	43,779 12 –	1,345 11 4	3 – –
TOTAL	5	6	800	840	96 11 1	134 16 9	2,184	52,769 14 11	51,218 2 3	1,683 7 8	2 19 3 Average.
KIRKCUDBRIGHT:											
Castle Douglas	1	6	100	200	46 2 4	54 2 4	708	9,755 5 3	9,632 16 2	164 15 5	2 15 –
LANARK:											
Carluke	1	2	400	100	44 10 6	48 12 11	704	14,083 9 11	13,488 15 2	597 – –	3 – –
Glasgow	–	21	–	7,950	2,878 14 –	3,377 8 1	51,887	1,112,189 5 4	1,105,122 18 9	9,157 13 3	3 – –
TOTAL	1	23	400	8,050	2,923 4 6	3,426 1 –	52,591	1,126,272 15 3	1,118,611 13 11	9,754 13 3	3 – – Average.
NAIRN:											
Nairn	1	3	200	200	36 14 8	39 15 4	655	6,666 16 5	6,356 9 6	310 6 11	2 15 –

(*a*) £. 80. 6 *s.* 4 *d.* due to Treasurer.

(*b*) £. 147. 17 *s.* 11 *d.* due to Treasurer.

11.	12.								13.	14.	15.	16.	17.
tal Amount of the separate rplus Fund in e Hands of the mmissioners n 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- -	-	- - -	-	- -	-	- -	-	- - -	- 18 11	1,190	504	2 2 8	6 10 3
-	-	- - -	-	- -	-	- -	-	- - -	- 19 8	585	161	1 4 7	5 7 5
- -	-	- - -	-	- -	-	- -	-	- - -	- 19 2 Average.	1,775	665	1 16 9	6 4 8
- -	-	- - -	-	- -	-	- -	-	- - -	- 18 10	475	191	1 6 7	3 1 4
- -	-	- - -	-	- -	-	- -	-	- - -	- 10 11	455	336	2 19 7	9 15 5
- -	-	- - -	-	- -	-	- -	-	- - -	- 11 4 Average.	930	527	2 2 9	7 6 10
- -	-	- - -	-	- -	-	- -	-	- - -	- 15 4	2,132	983	1 17 -	4 12 4
500 - -	696	14,269 6 6	37	601 15 -	3	60 - -	-	- - -	- 8 7	67,711	47,730	2 16 1	5 2 6
- -	-	- - -	-	- -	-	- -	-	- - -	- 10 -	1,746	593	1 7 -	3 2 9
500 - -	696	14,269 6 6	37	601 15 -	3	60 - -	-	- - -	- 8 8 Average.	71,589	49,306	2 14 10	5 1 10
50 - -	-	- - -	-	- -	-	- -	-	- - -	- 10 8	644	685	2 17 3	11 16 1
- -	-	- - -	-	- -	-	- -	-	- - -	- 13 3	358	220	2 - 7	9 17 3
50 - -	-	- - -	-	- -	-	- -	-	- - -	- 11 4 Average.	1,002	905	2 1 3	10 17 9
- -	6	80 - -	-	- -	-	- -	-	- - -	- 10 4	1,622	1,055	2 17 6	7 9 2
450 - -	-	- - -	-	- -	-	- -	-	- - -	- 6 3	4,246	2,207	3 5 5	6 18 7
- -	2	20 - -	-	- -	-	- -	-	- - -	- 9 5	3,802	1,574	1 17 1	5 15 2
- -	9	135 - -	-	- -	-	- -	-	- - -	- 8 6	1,510	924	2 6 8	4 15 10
450 - -	17	244 - -	-	- -	-	- -	-	- - -	- 8 - Average.	11,180	5,850	2 12 -	5 2 8
50 - -	1	20 - -	-	- -	-	- -	-	- - -	- 7 3	1,472	470	1 5 1	4 15 10
626 16 10	11	248 5 -	2	40 - -	-	- -	-	- - -	- 8 7	24,700	13,470	3 4 11	5 17 11
- -	-	- - -	-	- -	-	- -	-	- - -	- 10 6	1,177	897	2 1 5	3 17 3
- -	24	328 - -	-	- -	-	- -	-	- - -	- 6 10	5,766	3,264	2 6 4	5 2 1
676 16 10	36	596 5 -	2	40 - -	-	- -	-	- - -	- 8 1 Average.	46,115	18,101	2 2 4	5 10 2
- -	-	- - -	-	- -	-	- -	-	- - -	- 8 9	3,438	2,775	2 13 6	4 9 -
- -	-	- - -	-	- -	-	- -	-	- - -	- 15 6	128	194	4 14 4	4 2 4
- -	-	- - -	-	- -	-	- -	-	- - -	- 8 11 Average.	3,566	2,969	2 15 -	4 8 10
- -	-	- - -	-	- -	-	- -	-	- - -	- 9 9	63	58	5 6 5	6 5 1
- -	-	- - -	-	- -	-	- -	-	- - -	- 10 8	117	119	6 - 8	11 9 9
- -	-	- - -	-	- -	-	- -	-	- - -	- 12 5	128	61	2 6 9	10 1 7
- -	-	- - -	-	- -	-	- -	-	- - -	- 4 1	1,388	1,189	4 16 -	7 6 8
- -	-	- - -	-	- -	-	- -	-	- - -	- 5 1 Average.	1,696	1,427	4 14 4	7 15 1
- -	2	36 - -	-	- -	-	- -	-	- - -	- 11 1	802	355	2 7 11	9 19 4
- -	-	- - -	-	- -	-	- -	-	- - -	- 6 9	826	459	4 2 9	6 9 11
- -	144	2,955 9 6	4	58 - -	4	80 - -	-	- - -	- 6 -	135,830	78,540	3 1 3	5 17 6
- -	144	2,955 9 6	4	58 - -	4	80 - -	-	- - -	- 6 - Average.	136,656	78,999	3 1 6	5 17 7
- -	-	- - -	-	- -	-	- -	-	- - -	- 11 11	454	456	2 15 -	5 10 8

1. COUNTY.	2. Number of Officers: Unpaid.	2. Number of Officers: Paid.	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount Owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt, on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
SCOTLAND—*continued.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
PERTH:											
Perth	–	5	–	1,250	92 – –	109 8 9	1,701	17,262 – 9	15,779 5 10	1,479 – 4	3 – –
RENFREW:											
Paisley	1	4	500	850	255 – –	331 8 3	3,729	59,276 12 2	58,771 4 7	533 19 6	2 15 –
ROSS and CROMARTY:											
Tain	2	1	500	500	30 – –	18 15 8	331	4,802 5 2	4,603 13 6	216 – 6	2 15 –
ROXBURGH:											
Galashiels	1	1	–	200	44 8 9	49 8 3	556	6,977 15 7	6,427 1 4	607 7 11	2 17 6
Hawick	1	2	300	400	70 – –	92 13 8	1,254	22,868 5 11	22,586 7 5	302 16 1	3 – –
Jedburgh	1	3	300	300	100 – –	170 12 3	1,400	33,413 3 1	33,357 8 11	175 12 11	2 18 4
Kelso	1	1	300	300	70 – –	82 6 1	996	18,287 2 4	17,911 7 3	457 2 4	2 18 6
TOTAL	4	7	900	1,200	284 8 9	395 – 3	4,206	81,546 6 11	80,282 4 11	1,542 19 3	2 18 9 Average.
SELKIRK:											
Selkirk	–	2	–	200	40 – –	50 17 1	342	6,828 6 1	6,591 – 4	338 2 5	2 10 –
STIRLING:											
Falkirk	1	2	300	400	82 – –	105 8 11	3,006	36,456 10 11	36,603 17 9	(*a*) – – –	3 – –
Lennoxtown	–	1	–	100	11 5 1	12 6 6	299	3,006 8 4	2,792 5 3	214 3 1	2 18 4
Stirling	1	2	500	700	121 16 11	144 5 5	2,264	27,954 6 7	27,676 1 11	278 4 8	2 15 –
TOTAL	2	5	800	1,200	215 2 –	262 – 10	5,569	67,417 5 10	67,072 4 11	492 7 9	2 17 9 Average.

IRELAND.

ANTRIM:											
Belfast	2	4	–	2,850	517 – –	625 7 1	5,542	145,825 4 1	145,398 12 9	1,175 2 11	2 18 4
Gracehill	1	2	500	500	27 – –	31 10 1	243	5,854 10 1	5,766 12 5	118 14 8	2 15 6
TOTAL	3	6	500	3,350	544 – –	656 17 2	5,785	151,679 14 2	151,165 5 2	1,293 17 7	2 18 4 Average.
ARMAGH:											
Armagh	1	4	1,000	1,400	210 – –	301 6 9	3,108	106,622 7 11	105,763 3 10	1,223 16 2	3 – –
Newry	–	3	–	750	100 – –	167 5 1	1,332	44,847 19 8	45,055 6 10	374 9 4	2 18 4
TOTAL	1	7	1,000	2,150	310 – –	468 11 10	4,440	151,470 7 7	150,818 10 8	1,598 5 6	2 19 6 Average.
CAVAN:											
Cavan	1	3	100	200	62 10 –	73 – 6	235	12,660 14 2	12,769 19 3	40 14 8	2 15 6
CLARE:											
Ennis	1	3	500	500	60 – –	92 1 7	355	11,327 11 8	11,152 12 2	160 4 –	2 15 6
CORK:											
Bandon	–	3	–	1,600	68 3 8	76 5 6	478	14,380 15 8	14,247 9 10	133 5 10	2 17 –
Cork	–	9	–	6,500	911 17 1	1,410 19 2	6,776	255,092 12 6	254,893 18 7	1,724 10 11	2 17 –
Fermoy	–	2	–	600	90 10 –	105 12 10	305	9,063 1 2	9,038 5 –	137 4 10	2 15 9
Youghal	1	3	–	900	80 – –	103 3 11	278	6,647 14 9	6,515 – 9	82 19 4	2 17 2
TOTAL	1	17	–	9,600	1,150 10 9	1,696 1 5	7,837	285,184 4 1	284,694 14 2	2,078 – 11	2 16 11 Average.
DOWN:											
Hillsborough	–	No Return received from this Bank.									
Warrenpoint	1	2	500	200	38 2 6	51 10 6	367	14,076 19 4	14,129 18 10	189 6 –	2 17 8

(*a*) £. 119. 2 *s.* 4 *d.* due to Treasury.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Yearended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
248 4 1	50	912 13 6	3	50 – –	–	– – –	–	– –	– 12 6	714	793	3 15 3	8 9 10
– –	20	367 15 –	4	90 – –	–	– – –	–	– –	– 11 2	9,233	4,917	2 12 6	6 3 11
– –	–	– – –	–	– – –	–	– – –	–	– –	– 7 8	187	251	4 3 2	9 15 9
– –	–	– – –	–	– – –	–	– – –	–	– –	– 12 6	1,133	545	2 13 8	7 2 8
150 – –	1	8 – –	–	– – –	–	– – –	–	– –	– 8 –	2,346	985	2 11 4	8 15 3
– –	22	444 14 6	–	– – –	–	– – –	–	– –	– 10 2	967	734	4 5 7	9 16 6
– –	9	173 – –	–	– – –	–	– – –	–	– –	– 8 11	906	569	4 2 10	9 14 3
150 – –	32	625 14 6	–	– – –	–	– – –	–	– –	– 9 7 Average.	5,352	2,833	3 3 4	8 19 –
100 – –	–	– – –	–	– – –	–	– – –	–	– –	– 14 10	418	314	3 19 1	7 18 1
– –	–	– – –	–	– – –	–	– – –	–	– –	– 5 –	5,169	1,690	1 19 6	6 15 8
– –	1	18 – –	–	– – –	–	– – –	–	– –	– 8 2	999	229	– 19 10	4 16 3
– –	14	266 10 6	1	20 – –	–	– – –	–	– –	– 10 3	2,606	1,174	2 7 3	7 5 9
– –	15	284 10 6	1	20 – –	–	– – –	–	– –	– 7 9 Average.	8,774	3,093	1 19 7	6 16 9

– – – – – – – – – IRELAND.

– –	–	– – –	–	– – –	–	– – –	–	– –	– 8 6	8,954	4,736	4 7 3	12 7 10
– –	–	– – –	–	– – –	–	– – –	–	– –	– 10 8	178	163	6 – 3	12 19 1
– –	–	– – –	–	– – –	–	– – –	–	– –	– 8 7 Average.	9,132	4,899	4 7 11	12 8 2
950 – –	–	– – –	–	– – –	–	– – –	–	– –	– 5 7	2,771	3,588	7 18 9	6 9 3
– –	–	– – –	–	– – –	–	– – –	–	– –	– 7 5	584	1,219	10 8 6	14 9 4
950 – –	–	– – –	–	– – –	–	– – –	–	– –	– 6 1 Average.	3,355	4,807	8 7 5	8 9 10
110 – –	–	– – –	–	– – –	–	– – –	–	– –	– 9 5	156	132	8 3 1	12 2 5
300 – –	–	– – –	–	– – –	–	– – –	–	– –	– 15 10	299	952	6 16 10	33 8 11
– – –	–	– – –	–	– – –	–	– – –	–	– –	– 10 6	359	683	11 2 10	16 9 4
1,200 – –	84	1,550 – –	–	– – –	6	140 – –	2	40 – –	– 10 11	7,078	8,970	6 14 11	11 11 4
150 – –	–	– – –	–	– – –	–	– – –	–	– –	1 2 8	670	528	2 12 10	11 13 –
500 – –	–	– – –	–	– – –	–	– – –	–	– –	1 9 –	479	545	2 12 11	12 18 5
1,850 – –	84	1,550 – –	–	– – –	6	140 – –	2	40 – –	– 11 9 Average.	8,586	10,726	6 7 7	11 19 –
– –	–	– – –	–	– – –	–	– – –	–	– –	– 7 3	202	402	11 10 2	16 3 4

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount Owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt, on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
IRELAND—*continued.*											
DUBLIN.			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Castleknock -	1	1	100	20	7 – –	10 13 5	117	3,213 7 4	3,104 1 1	109 6 6	2 17 1
Dublin - -	–	8	–	5,750	1,310 10 –	1,889 11 4	11,717	250,654 18 9	248,810 12 1	2,768 18 2	2 15 –
TOTAL - - -	1	9	100	5,770	1,317 10 –	1,900 4 9	11,834	253,868 6 1	251,914 13 2	2,878 4 8	2 15 – Average.
FERMANAGH:											
Enniskillen	–	5	–	1,050	225 – –	258 16 4	1,849	81,501 13 3	80,021 1 5	1,771 10 10	3 – –
GALWAY:											
Ballinasloe - -	1	2	–	300	4 4 –	9 6 2	30	1,085 5 9	950 10 8	35 5 1	2 15 6
KILDARE:											
Celbridge - -	2	2	100	50	12 – –	64 2 –	416	17,513 6 4	17,379 12 3	233 3 2	3 – 10
KILKENNY:											
Kilkenny - -	1	4	500	700	42 6 8	66 7 6	280	7,627 12 2	7,610 13 2	14 5 5	2 10 –
KING'S COUNTY:											
Parsonstown -	1	2	300	100	120 – –	155 17 8	501	16,958 6 2	16,929 19 4	169 15 2	2 15 6
Tullamore - -	1	1	–	100	30 – –	39 8 –	233	5,748 15 2	5,540 11 4	199 17 8	2 18 4
TOTAL - -	2	3	300	200	150 – –	195 5 8	734	22,707 1 4	22,470 10 8	369 12 10	2 16 2 Average.
LIMERICK:											
Limerick - -	–	6	–	2,300	430 – 5	565 12 7	1,991	68,059 3 7	67,109 15 10	1,130 17 9	2 17 –
LONDONDERRY:											
Coleraine - -	1	4	–	400	145 – –	162 5 9	1,667	57,748 9 7	57,705 9 2	190 16 –	3 – –
Londonderry -	1	5	500	900	155 – –	206 3 9	1,632	43,480 2 8	42,069 3 10	1,615 – 9	3 – –
Newtown Limavady	1	1	500	200	40 – –	55 7 –	472	16,322 3 10	16,249 4 5	181 7 6	2 18 4
TOTAL - - -	3	10	1,000	1,500	340 – –	423 16 6	3,771	117,550 16 1	116,023 17 5	1,987 4 3	2 19 8 Average.
LOUTH:											
Ardee - -	1	1	500	1,000	50 – –	66 12 3	282	10,952 14 4	10,804 19 6	195 10 4	2 18 4
Drogheda - -	–	4	–	1,300	220 – –	270 7 8	1,402	44,630 16 1	44,635 4 2	215 18 8	2 18 4
Dundalk - -	–	3	–	200	47 5 –	49 17 6	297	10,316 5 6	9,746 7 8	462 5 4	2 15 –
TOTAL - - -	1	8	500	2,500	317 5 –	386 17 5	1,981	65,899 15 11	65,186 11 4	873 14 4	2 17 9 Average.
MAYO:											
Castlebar -	2	–	500	–	– –	2 1 3	23	367 – 7	270 15 8	97 7 2	3 – –
MEATH:											
Kells - -	1	4	300	1,200	84 – –	108 11 11	439	15,574 3 8	15,218 18 2	359 8 8	2 15 –
Navan - -	2	2	100	100	21 – –	21 2 –	104	3,046 7 –	3,025 18 –	31 16 6	2 16 –
TOTAL - - -	3	6	400	1,300	105 – –	129 13 11	543	18,620 10 8	18,244 16 2	391 5 2	2 15 1
MONAGHAN:											
Monaghan - -	1	3	–	900	105 – –	145 3 11	985	23,731 3 8	23,308 10 10	443 13 4	2 15 6

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- -	-	- -	-	- -	-	- -	-	- -	- 6 9	409	109	- 16 11	6 1 5
- -	119	2,759 6 -	4	82 - -	1	16 - -	-	- -	- 15 -	25,788	15,285	3 7 7	10 4 3
- -	119	2,759 6 -	4	82 - -	1	16 - -	-	- -	- 14 11 Average.	26,197	15,394	3 6 10	10 3 8
- -	-	- -	-	- -	-	- -	-	- -	- 6 3	1,278	1,596	10 15 11	8 8 4
110 18 3	-	- -	-	- -	-	- -	-	- -	- 17 3	14	32	8 10 6	15 6 11
830 - -	-	- -	-	- -	-	- -	-	- -	- 6 11	406	362	6 11 -	13 4 1
2 14 5	-	- -	-	- -	-	- -	-	- -	- 17 4	530	403	4 17 7	14 6 3
166 8 7	-	- -	-	- -	-	- -	-	- -	- 18 -	454	783	6 18 8	12 13 1
- -	-	- -	-	- -	-	- -	-	- -	- 13 8	225	406	4 19 1	7 16 1
166 8 7	-	- -	-	- -	-	- -	-	- -	- 16 11 Average.	679	1,189	6 5 6	10 13 4
200 - -	12	230 - -	1	10 - -	-	- -	-	- -	- 16 7	2,465	2,568	6 2 7	18 12 10
100 - -	-	- -	-	- -	-	- -	-	- -	- 5 7	1,547	937	5 10 4	11 13 -
440 - -	-	- -	-	- -	-	- -	-	- -	- 9 4	1,904	1,611	5 4 -	7 5 3
100 - -	-	- -	-	- -	-	- -	-	- -	- 6 8	314	390	7 9 10	6 1 1
640 - -	-	- -	-	- -	-	- -	-	- -	- 7 1 Average.	3,765	2,938	5 10 5	8 10 -
95 - -	-	- -	-	- -	-	- -	-	- -	- 12 -	137	247	8 19 10	18 12 2
754 18 2	-	- -	-	- -	-	- -	-	- -	- 12 -	1,465	2,033	5 7 4	9 3 11
- -	-	- -	-	- -	-	- -	-	- -	- 9 9	279	408	6 8 9	10 12 11
849 18 2	-	- -	-	- -	-	- -	-	- -	- 11 6 Average.	1,881	2,688	5 15 10	10 5 6
- -	-	- -	-	- -	-	- -	-	- -	- 11 2	-	2	- -	1 5 10
- -	-	- -	-	- -	-	- -	-	- -	- 13 10	359	842	8 13 7	11 3 4
- -	-	- -	-	- -	-	- -	-	- -	- 13 -	59	101	8 - -	11 6 -
- -	-	- -	-	- -	-	- -	-	- -	- 13 10 Average.	418	943	8 13 6	11 3 8
- -	-	- -	-	- -	-	- -	-	- -	- 12 -	910	775	5 15 7	9 4 5

1. COUNTY.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount Owing to Depositors on 20 November 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.	10. Rate of Interest Paid to Depositors.
	Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
IRELAND—*cont^d.*			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
QUEEN'S COUNTY:											
Abbeyleix -	2	3	400	1,100	56 2 6	63 2 6	252	8,599 1 3	8,504 1 4	117 8 8	2 15 –
Portarlington -	1	3	100	50	64 – –	67 4 8	395	9,443 7 1	9,328 5 –	119 12 10	2 15 6
TOTAL - - -	3	6	500	1,159	120 2 6	130 7 2	647	18,042 8 4	17,832 6 4	237 1 6	2 15 4 Average.
ROSCOMMON:											
Boyle - -	1	3	300	200	175 – –	185 18 9	746	29,621 13 5	29,637 14 4	197 2 9	2 15 6
SLIGO:											
Sligo - - -	–	2	–	600	44 – –	62 10 –	583	16,104 1 9	15,438 16 5	684 2 9	2 18 6
TIPPERARY:											
Cashel - -	1	2	–	300	15 5 –	21 9 2	114	1,920 14 9	1,884 5 –	39 14 1	2 10 –
Clonmel - -	–	4	–	700	160 – –	191 8 10	610	12,057 8 –	11,768 15 10	206 – 3	2 10 –
Roscrea - -	1	2	–	300	40 – –	60 8 3	266	8,009 8 3	7,939 9 6	76 8 –	2 15 6
Thurles - -	1	2	–	200	50 – –	62 11 2	182	5,228 9 4	5,148 13 8	630 11 6	2 17 2
TOTAL - - -	3	10	–	1,500	265 5 –	335 17 5	1,172	27,216 – 4	26,741 4 –	952 13 10	2 12 11 Average.
TYRONE:											
Clogher - -	1	2	200	200	45 – –	64 15 11	706	27,154 1 –	26,591 12 7	677 3 –	3 – 10
Cookstown -	1	3	–	100	31 – –	32 16 3	447	10,287 14 3	10,028 1 3	268 8 –	3 – –
Dungannon -	–	3	–	570	80 – –	96 15 7	783	23,224 3 8	23,223 15 –	155 19 7	3 – –
Omagh - -	3	1	–	200	- -	- -	225	6,764 15 10	6,756 6 2	33 17 7	3 – –
TOTAL - - -	5	9	200	1,070	156 – –	194 7 9	2,161	67,430 14 9	66,599 15 –	1,135 8 2	3 – 3 Average.
WATERFORD:											
Waterford -	1	7	–	1,250	299 10 –	406 13 6	1,737	47,244 15 7	46,883 11 4	630 1 1	2 15 6
WESTMEATH:											
Castle Pollard -	2	4	1,000	300	96 12 –	105 2 3	255	9,441 7 11	9,245 5 8	170 12 3	2 14 –
WEXFORD:											
Wexford - -	1	3	–	600	100 – –	113 4 2	367	8,104 6 3	7,968 18 9	54 7 8	2 10 –
WICKLOW:											
Arklow - -	–	3	–	300	50 – –	71 6 4	250	8,309 18 7	8,195 16 4	89 5 9	2 18 4
Baltinglass -	1	2	250	200	21 – –	28 – –	209	4,131 15 5	4,109 10 8	22 15 1	2 15 –
TOTAL - - -	1	5	250	500	71 – –	99 6 4	459	12,441 14 –	12,305 7 –	112 – 10	2 17 2 Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	Average Amount of Payments to Depositors Year ended 20 Nov. 1866.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
- -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 7	117	373	11 10 6	19 11 11
180 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 13 11	520	845	4 11 11	5 16 7
180 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 2 Average.	637	1,218	5 17 11	10 - 10
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 12 6	418	952	11 11 6	11 10 6
- -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 8	698	590	4 4 11	10 3 9
8 6 7	-	- - -	-	- - -	-	- - -	-	- - -	1 2 2	221	176	3 9 10	12 10 2
975 18 -	5	73 - -	-	- - -	-	- - -	-	- - -	1 9 7	1,425	1,037	2 4 2	6 14 2
25 1 7	-	- - -	-	- - -	-	- - -	-	- - -	- 15 2	283	189	3 16 4	17 19 6
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	1 - 11	205	202	11 16 8	23 19 2
1,209 6 2	5	73 - -	-	- - -	-	- - -	-	- - -	1 3 3 Average.	2,134	1,604	2 18 1	10 16 10
146 4 10	-	- - -	-	- - -	-	- - -	-	- - -	- 4 2	393	565	11 7 7	7 10 8
140 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 2	551	363	4 14 4	10 7 4
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 9	572	976	8 15 10	4 19 7
- -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 9	554	206	2 19 5	11 10 5
486 4 10	-	- - -	-	- - -	-	- - -	-	- - -	- 5 9 Average.	2,070	2,110	6 14 9	7 4 7
850 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 16 9	2,902	3,259	4 6 2	9 - 5
400 - -	-	- - -	-	- - -	-	- - -	-	- - -	1 1 7	155	265	11 6 7	23 5 1
306 8 1	-	- - -	-	- - -	-	- - -	-	- - -	1 7 2	316	465	7 10 8	11 9 1
152 7 3	-	- - -	-	- - -	-	- - -	-	- - -	- 17 2	145	274	9 13 10	14 9 6
- -	-	- - -	-	- - -	-	- - -	-	- - -	- 13 3	167	153	5 - 6	9 1 1
152 7 3	-	- - -	-	- - -	-	- - -	-	- - -	- 15 9 Average.	312	427	7 3 10	12 0 10

SUMMARY OF ENGLAND AND WALES.

1. COUNTY.	Population, 1861.	Number of Banks.	2. Number of Officers: Unpaid.	2. Number of Officers: Paid.	3. Amount of Security given: By the Unpaid Officers.	3. Amount of Security given: By the Paid Officers.	4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount Owing to Depositors on 20 Nov. 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.
ENGLAND:					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Bedford	135,265	4	5	8	1,800	1,000	289 10 –	382 1 1	4,006	127,000 12 2	126,388 10 1	1,015 9 3
Berks	176,103	10	12	23	5,900	3,290	1,232 6 6	1,596 8 4	17,984	477,915 – 1	476,693 7 9	3,264 – 10
Bucks	166,597	5	6	9	3,900	1,470	434 7 8	558 2 1	6,065	150,656 12 2	150,197 5 9	1,219 17 9
Cambridge	175,950	4	4	14	2,600	2,550	765 12 –	937 – 9	8,837	259,339 17 6	257,555 11 3	2,932 1 2
Chester	505,153	14	15	30	11,600	9,700	2,070 9 –	3,033 16 3	25,426	896,043 6 11	891,333 10 2	9,021 14 9
Cornwall	369,323	9	10	27	7,500	4,650	1,405 4 –	1,836 15 3	15,530	671,562 8 11	667,605 10 8	6,376 5 1
Cumberland	205,293	7	7	19	4,100	3,600	863 10 –	1,147 2 8	11,964	353,415 16 5	352,384 4 –	2,185 15 8
Derby	339,377	12	13	25	8,100	4,300	1,482 8 5	1,878 10 8	20,368	558,805 – 1	555,329 10 9	5,504 1 9
Devon	584,531	6	7	50	10,400	27,600	4,104 15 –	5,191 13 –	64,772	1,692,895 9 9	1,692,670 – 9	5,732 9 9
Dorset	188,651	10	9	16	7,100	3,350	1,141 18 –	1,536 4 8	13,874	456,897 14 9	453,790 11 2	4,133 7 10
Durham	509,018	12	12	19	7,200	3,300	860 2 –	1,450 12 11	12,220	363,691 10 11	360,326 8 1	3,649 13 2
Essex	404,644	11	17	29	6,500	3,450	1,408 15 –	1,789 18 1	14,289	442,803 – 10	438,503 9 5	5,233 11 8
Gloucester	485,502	14	11	38	8,000	7,700	2,423 – –	3,087 6 7	32,441	1,002,527 2 6	997,684 9 8	8,308 18 7
Hereford	123,659	6	6	16	4,800	2,920	920 5 6	1,150 9 9	13,394	301,272 10 2	300,301 1 2	2,038 8 7
Herts	173,294	4	4	4	2,200	1,100	275 – –	378 18 6	3,822	116,508 17 1	114,002 6 10	2,800 8 4
Huntingdon	64,297	—	–	–	—	—	—	—	—	—	—	—
Kent	733,675	17	21	44	11,500	8,310	2,508 17 8	3,449 18 6	27,740	767,558 2 3	761,288 – 6	8,536 6 3
Lancaster	2,428,744	27	25	96	18,000	30,390	8,992 3 6	11,458 18 –	135,793	3,642,283 17 8	3,629,625 17 10	29,250 2 –
Leicester	237,402	6	7	13	3,800	2,650	859 18 –	1,102 7 1	12,930	304,064 10 10	302,482 4 7	4,804 3 11
Lincoln	411,997	15	15	41	8,800	7,500	2,189 9 8	2,996 2 8	31,328	780,851 6 3	776,436 – 6	7,931 17 10
Middlesex	2,205,771	33	31	148	43,150	55,225	18,699 8 4	23,525 1 1	239,586	5,005,347 3 10	5,004,145 – 10	22,608 6 10
Monmouth	174,670	5	3	6	1,600	640	277 5 –	366 13 4	2,846	82,461 3 4	81,549 5 8	1,442 9 6
Norfolk	435,422	10	10	21	10,800	7,025	1,589 17 –	2,088 19 11	21,246	651,950 18 5	648,537 3 10	5,573 – 2
Northampton	227,727	4	4	14	2,700	3,100	768 – –	1,070 19 10	11,090	323,843 10 2	321,373 12 10	3,195 13 11
Northumberland	343,028	7	10	26	4,300	4,510	1,766 8 –	2,384 5 11	26,828	954,959 – 4	954,939 7 5	3,188 7 8
Nottingham	293,784	5	3	16	4,500	5,200	1,347 14 4	1,735 19 10	25,416	572,033 4 8	570,973 14 6	2,518 19 11
Oxford	172,266	6	6	11	6,300	2,440	788 8 6	1,084 4 11	12,974	348,511 5 –	346,256 13 4	3,676 1 6
Rutland	21,859	–	–	–	—	—	—	—	—	—	—	—
Salop	240,876	11	14	28	8,400	7,000	1,857 11 –	2,440 2 5	23,922	822,841 9 9	819,383 9 7	5,978 15 8
Somerset	444,725	10	14	24	13,000	6,550	2,389 – 8	2,931 4 9	29,740	890,790 15 11	887,900 7 8	5,079 14 9
Southampton	481,495	13	22	34	6,200	6,120	1,631 13 6	2,081 18 11	18,816	518,921 12 2	515,945 17 5	4,641 2 3
Stafford	746,584	21	21	33	11,350	6,900	1,458 9 4	1,944 – 4	15,944	492,066 18 3	489,892 2 6	5,445 2 –
Suffolk	336,271	13	15	28	7,900	6,900	1,364 16 3	1,796 15 10	17,058	517,200 3 7	514,835 12 9	4,349 11 11
Surrey	830,685	17	18	46	12,850	7,925	2,878 16 5	3,794 15 4	32,443	735,162 11 4	729,359 13 11	9,401 2 6
Sussex	363,648	13	13	27	6,400	5,100	1,840 11 9	2,290 4 3	23,536	704,981 6 2	700,336 6 10	7,031 1 9
Warwick	561,728	6	6	9	5,400	3,000	777 17 5	1,203 14 7	12,939	368,980 1 2	366,408 15 6	3,879 11 1
Westmorland	60,809	1	1	3	400	400	70 – –	84 11 1	1,207	31,472 8 2	31,422 3 7	52 6 1
Wilts	249,455	11	11	25	7,200	4,800	1,110 17 –	1,462 5 9	13,557	450,200 15 6	449,367 6 8	2,545 17 9
Worcester	307,601	9	10	18	8,100	3,200	1,145 17 –	2,101 9 10	13,507	377,831 1 4	374,827 17 2	4,421 13 7
York, East Riding	280,736	6	4	22	3,500	9,450	2,006 – –	3,043 15 9	27,538	802,059 18 1	801,122 16 3	3,753 9 6
York, North Riding	244,804	12	11	21	9,500	5,560	937 – –	1,337 6 8	15,339	433,101 13 2	431,872 5 1	3,248 13 9
York, West Riding	1,507,511	19	17	59	15,200	14,100	5,199 13 10	6,796 18 9	76,002	2,046,077 16 5	2,031,040 9 11	19,919 16 11
TOTAL ENGLAND	18,949,930	425	454	1,140	322,550	293,985	84,132 17 3	110,527 15 11	1,134,317	30,496,887 14 –	30,376,088 4 2	235,949 13 2
WALES:												
Anglesey	54,546	1	3	6	700	1,800	197 13 –	249 8 1	1,559	41,043 – 2	40,613 15 4	559 13 11
Brecon	61,627	1	1	4	200	600	85 – –	127 9 3	1,292	25,723 1 –	25,180 8 –	658 1 9
Cardigan	72,255	1	1	2	500	300	80 – –	116 6 –	1,185	39,212 14 5	38,808 13 5	427 3 6
Carmarthen	111,757	3	3	5	900	420	152 15 7	276 – –	2,631	88,552 7 11	84,498 – –	4,350 1 5
Carnarvon	95,668	1	3	1	200	100	50 – –	76 16 10	528	15,715 5 1	15,662 13 1	162 8 11
Denbigh	100,862	3	2	6	1,500	2,300	207 10 –	322 14 8	3,900	82,461 13 1	82,456 8 9	309 16 6
Flint	69,870	4	4	6	2,200	1,600	328 11 –	497 14 6	3,490	120,868 11 2	120,465 6 10	1,168 13 1
Glamorgan	317,751	4	6	9	4,000	1,200	583 12 –	800 14 4	8,657	299,742 9 9	297,812 4 –	3,035 15 5
Merioneth	38,888	–	–	–	—	—	—	—	—	—	—	—
Montgomery	67,075	1	1	3	500	500	187 11 11	187 11 11	2,305	81,967 6 5	82,012 10 1	363 5 8
Pembroke	96,093	4	5	6	2,300	450	261 7 –	433 16 4	4,181	167,618 11 7	166,192 4 7	1,788 5 10
Radnor	25,403	1	1	1	400	100	25 – –	38 – 7	667	13,389 5 8	13,313 9 –	141 – 8
TOTAL WALES	1,111,795	24	30	49	13,400	9,370	2,159 – 6	3,126 12 6	30,395	976,294 6 3	967,015 13 1	12,964 12 8
TOTAL ENGLAND	18,949,930	425	454	1,140	322,550	293,985	84,132 17 3	110,527 15 11	1,134,317	30,496,887 14 –	30,376,088 4 2	235,949 13 2
TOTAL ENGLAND AND WALES	20,061,725	449	484	1,189	335,950	303,355	86,291 17 9	113,654 8 5	1,164,712	31,473,182 – 3	31,343,103 17 3	248,914 5 10

SUMMARY OF ENGLAND AND WALES.

10. Rate of Interest Paid to Depositors.	11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.	COUNTY.
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	ENGLAND:
2 19 5	643 6 5	41	834 8 6	3	60 – –	1	15 12 –	–	– –	– 6 –	2,818	1,635	5 9 9	12 5 6	Bedford.
2 19 5	1,925 6 5	132	2,526 15 –	7	120 – –	1	12 – –	–	– –	– 6 7	13,195	8,135	4 11 10	11 9 –	Berks.
2 19 4	450 – –	32	588 8 6	1	8 – –	–	– –	–	– –	– 7 4	4,505	1,941	3 3 3	13 15 5	Bucks.
2 18 7	2,400 – –	–	– –	–	– –	–	– –	–	– –	– 7 1	17,727	4,130	1 12 1	10 2 7	Cambridge.
2 19 9	8,226 14 1	44	858 – –	5	103 – –	7	130 – –	–	– –	– 6 8	23,600	15,764	6 – –	13 2 –	Chester.
3 – 1	8,511 14 2	303	5,276 19 6	19	247 – –	–	– –	–	– –	– 5 4	7,506	9,166	8 6 10	14 9 6	Cornwall.
2 19 11	3,482 18 9	253	4,712 15 6	5	130 5 –	–	– –	–	– –	– 6 4	9,024	5,476	5 9 7	13 12 9	Cumberland.
2 19 10	4,865 5 8	–	– –	–	– –	–	– –	–	– –	– 6 7	15,108	8,378	5 18 2	13 13 1	Derby.
3 – –	12,860 3 3	1,405	26,095 8 6	61	1,165 – –	5	100 – –	–	– –	– 6 –	42,446	30,641	5 6 –	10 14 6	Devon.
3 – 1	3,858 8 7	64	1,220 4 6	2	50 – –	3	50 – –	–	– –	– 6 7	9,152	5,766	5 – –	13 7 11	Dorset.
2 19 7	5,818 15 3	2	60 – –	–	– –	–	– –	–	– –	– 7 10	11,861	10,968	5 6 5	9 11 4	Durham.
2 19 –	4,719 13 6	106	2,106 16 6	6	86 – –	–	– –	–	– –	– 8 –	8,604	4,821	5 1 4	14 12 2	Essex.
2 19 2	23,653 8 8	228	4,551 9 6	7	121 – –	1	15 – –	–	– –	– 6 –	25,686	15,141	4 19 –	13 9 11	Gloucester.
2 19 6	2,751 2 9	104	2,164 10 –	5	55 – –	–	– –	–	– –	– 7 6	8,856	5,594	4 7 5	9 16 –	Hereford.
2 19 5	988 11 4	–	– –	–	– –	–	– –	–	– –	– 6 5	2,611	1,221	4 11 1	15 4 9	Herts.
—	—	–	—	–	—	–	—	–	—	—	—	—	—	—	Huntingdon.
2 18 5	8,810 4 11	100	1,910 – –	4	100 – –	–	– –	–	– –	– 8 10	24,206	13,925	4 13 5	13 7 5	Kent.
2 19 9	32,067 19 6	494	9,674 4 –	82	1,561 – –	147	2,542 10 –	2	20 – –	– 6 2	192,693	134,361	4 13 4	8 3 10	Lancaster.
2 18 5	3,795 10 10	–	– –	–	– –	–	– –	–	– –	– 7 1	11,851	6,227	4 9 9	9 18 5	Leicester.
2 18 4	5,494 7 –	90	1,890 14 –	2	30 – –	–	– –	–	– –	– 7 7	21,910	11,435	4 18 1	12 18 –	Lincoln.
2 19 3	30,555 10 11	4,258	74,197 8 6	539	10,425 14 –	87	1,292 12 6	7	140 – –	– 9 3	290,665	170,701	4 5 –	15 11 6	Middlesex.
2 19 –	500 2 1	–	– –	–	– –	–	– –	–	– –	– 8 9	2,150	1,286	6 2 10	16 15 11	Monmouth.
2 18 7	8,597 19 5	20	376 – –	1	30 – –	–	– –	–	– –	– 6 3	14,484	12,377	5 1 10	10 11 9	Norfolk.
2 19 3	3,706 4 4	3	55 – –	–	– –	–	– –	–	– –	– 6 6	7,967	3,873	4 4 3	13 12 –	Northampton.
3 – –	14,086 1 8	11	230 – –	1	30 – –	–	– –	–	– –	– 4 11	25,528	22,799	5 11 3	8 6 4	Northumberland.
2 18 7	13,044 14 10	29	598 – –	4	80 – –	4	70 – –	–	– –	– 5 11	20,153	13,138	4 19 3	9 – 10	Nottingham.
2 19 9	4,744 14 11	28	528 – –	–	– –	–	– –	–	– –	– 6 1	7,974	4,246	4 9 7	14 14 9	Oxford.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Rutland.
3 – 3	20,472 19 2	39	558 – –	1	30 – –	1	20 – –	–	– –	– 5 9	12,827	10,332	6 11 4	12 6 4	Salop.
3 – 3	16,105 9 7	457	9,284 4 6	23	403 – –	6	90 – –	–	– –	– 6 5	20,397	12,792	4 18 8	12 2 6	Somerset.
2 19 6	7,981 9 3	138	2,560 16 6	2	40 – –	4	50 – –	–	– –	– 7 10	14,184	8,671	5 4 2	14 16 2	Southampton.
2 19 9	6,360 18 –	15	280 12 –	42	278 – –	–	– –	6	75 – –	– 7 9	13,996	10,233	4 16 4	16 17 1	Stafford.
2 18 9	4,840 1 10	17	304 – –	9	215 – –	–	– –	–	– –	– 6 10	12,057	7,837	4 10 10	11 4 4	Suffolk.
2 18 3	13,687 12 11	75	1,288 5 6	6	110 – –	2	20 – –	–	– –	– 10 1	34,602	18,365	3 6 6	12 16 8	Surrey.
2 19 6	6,300 13 1	106	2,129 12 –	4	76 – –	–	– –	–	– –	– 6 5	23,554	11,003	4 16 7	13 12 4	Sussex.
2 19 3	3,672 18 1	55	1,061 14 –	4	70 – –	–	– –	–	– –	– 6 5	12,749	6,063	4 7 8	13 11 3	Warwick.
3 – –	27 17 11	–	– –	–	– –	–	– –	–	– –	– 5 4	649	400	5 11 9	12 3 10	Westmorland.
2 19 10	3,905 15 6	147	2,637 12 –	9	145 – –	4	65 – –	–	– –	– 6 4	8,343	5,073	5 6 6	12 14 11	Wilts.
3 – –	15,175 4 8	14	204 – –	2	30 – –	–	– –	–	– –	– 10 7	8,580	5,593	5 7 3	19 5 2	Worcester.
2 19 11	9,518 10 3	46	926 1 –	2	50 – –	–	– –	–	– –	– 7 5	27,352	26,737	5 6 –	7 2 3	York, East Riding.
2 19 1	3,833 – –	6	140 – –	–	– –	–	– –	–	– –	– 6 1	9,397	7,425	5 17 6	11 2 6	York, North Riding.
2 19 2	28,247 2 3	77	1,582 4 –	9	186 – –	2	40 – –	–	– –	– 6 6	84,226	54,623	4 16 11	9 4 4	York, West Riding.
2 19 7 Average.	350,688 11 9	8,948	163,472 4 –	867	16,034 19 –	275	4,512 14 6	15	235 – –	– 7 1 Average.	1,105,313	708,292	4 14 –	11 17 –	TOTAL ENGLAND.
															WALES:
2 15 6	1,000 – –	–	– –	–	– –	–	– –	–	– –	– 11 9	1,125	801	3 14 9	10 8 8	Anglesey.
2 16 3	163 2 –	–	– –	–	– –	–	– –	–	– –	– 9 3	787	453	4 9 2	12 8 8	Brecon.
3 – –	900 – –	–	– –	–	– –	–	– –	–	– –	– 5 9	497	363	8 17 4	15 1 6	Cardigan.
2 19 10	343 16 8	1	30 – –	–	– –	–	– –	–	– –	– 6 2	1,636	650	7 13 4	14 12 11	Carmarthen.
2 15 6	426 3 7	–	– –	–	– –	–	– –	–	– –	– 9 5	354	148	7 14 7	11 12 11	Carnarvon.
2 18 7	490 – –	–	– –	–	– –	–	– –	–	– –	– 7 9	3,326	2,153	4 9 1	10 7 2	Denbigh.
2 18 3	1,200 – –	3	76 – –	–	– –	–	– –	–	– –	– 7 10	2,483	1,564	5 19 2	12 19 3	Flint.
3 – 4	2,545 17 11	–	– –	–	– –	–	– –	–	– –	– 5 3	10,891	6,524	4 18 8	10 16 1	Glamorgan.
—	—	–	—	–	—	–	—	–	—	—	—	—	—	—	Merioneth.
3 – –	206 17 7	2	38 – –	–	– –	–	– –	–	– –	– 4 6	1,316	940	7 2 9	12 19 6	Montgomery.
3 – –	2,570 1 8	6	123 – –	–	– –	–	– –	–	– –	– 5 1	2,527	2,155	7 18 6	11 15 10	Pembroke.
3 – –	– – –	–	– –	–	– –	–	– –	–	– –	– 5 8	438	117	5 9 2	17 15 7	Radnor.
2 19 3	9,845 19 5	12	267 – –	–	– –	–	– –	–	– –	– 6 4	25,380	15,868	5 12 8	11 11 2	TOTAL WALES.
2 19 7	350,688 11 9	8,948	163,472 4 –	867	16,034 19 –	275	4,512 14 6	15	235 – –	– 7 1	1,105,313	708,292	4 14 –	11 17 –	TOTAL ENGLAND.
2 19 6 Average.	360,534 11 2	8,960	163,739 4 –	867	16,034 19 –	275	4,512 14 6	15	235 – –	– 7 1 Average.	1,130,693	724,160	4 14 5	11 16 10	TOTAL ENGLAND AND WALES.

SUMMARY OF SCOTLAND.

1. COUNTY.	Population, 1861.	Number of Banks.	2. Number of Officers		3. Amount of Security given		4. Salaries and Allowances of the Paid Officers.	5. Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	6. Number of Accounts remaining Open, 20 Nov. 1866.	7. Total Amount owing to Depositors on 20 Nov. 1866.	8. Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	9. Balance in the Hands of the Treasurer on 20 Nov. 1866.
			Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Aberdeen	221,380	7	6	14	1,650	2,450	710 9 –	840 3 4	22,828	279,687 10 11	277,895 15 –	2,626 17 8
Argyll	80,995	–	–	–	—	—	—	—	—	—	—	—
Ayr	198,959	–	–	–	—	—	—	—	—	—	—	—
Banff	59,234	3	3	4	200	550	56 13 8	62 4 4	1,022	15,541 2 3	15,147 18 8	439 18 11
Berwick	36,614	1	1	2	100	50	13 4 10	13 19 10	259	3,308 1 6	3,160 13 9	147 7 9
Bute	16,188	1	1	3	300	240	69 – –	96 5 10	1,700	16,997 7 9	16,561 4 11	436 2 10
Caithness	41,216	2	2	4	800	700	86 9 9	103 19 3	1,015	18,872 6 11	18,682 – 7	207 7 3
Clackmannan	21,449	–	–	–	—	—	—	—	—	—	—	—
Dumbarton	52,035	2	2	2	300	350	26 14 –	54 15 5	1,019	5,720 12 –	5,075 16 2	731 2 10
Dumfries	75,877	2	2	4	350	700	48 5 7	54 – 5	892	9,404 19 8	9,109 5 11	360 6 2
Edinburgh	273,869	3	3	16	1,000	7,250	2,052 15 –	2,552 9 7	35,702	578,591 – 5	573,222 8 –	7,996 7 6
Elgin	42,692	2	3	9	1,500	1,950	107 17 1	132 11 10	1,470	23,111 6 8	23,225 12 1	199 10 11
Fife	154,555	4	5	12	2,250	1,750	389 12 7	479 17 7	8,079	117,646 4 5	117,295 8 11	1,111 17 11
Forfar	204,365	4	4	16	750	2,475	699 1 –	858 3 11	13,477	209,524 – 3	209,062 15 5	1,463 15 8
Haddington	37,623	–	–	–	—	—	—	—	—	—	—	—
Inverness	87,435	2	3	8	400	1,050	117 14 –	181 8 7	3,251	40,321 3 7	37,383 18 4	3,062 1 6
Kincardine	34,461	4	5	6	800	840	96 11 1	134 16 9	2,184	52,769 14 11	51,218 2 3	1,683 7 8
Kinross	7,975	–	–	–	—	—	—	—	—	—	—	—
Kirkcudbright	42,430	1	1	6	100	200	46 2 4	54 2 4	708	9,755 5 3	9,632 16 2	164 15 5
Lanark	631,559	2	1	23	400	8,050	2,923 4 6	3,426 1 –	52,591	1,126,272 15 3	1,118,611 13 11	9,754 13 3
Linlithgow	38,845	–	–	–	—	—	—	—	—	—	—	—
Nairn	10,065	1	1	3	200	200	36 14 8	39 15 4	655	6,666 16 5	6,356 9 6	310 6 11
Orkney and Shetland	64,094	–	–	–	—	—	—	—	—	—	—	—
Peebles	11,408	–	–	–	—	—	—	—	—	—	—	—
Perth	133,511	1	–	5	– –	1,250	92 – –	109 8 9	1,701	17,262 – 9	15,779 5 10	1,479 – 4
Renfrew	177,407	1	1	4	500	850	255 – –	331 8 3	3,729	59,276 12 2	58,771 4 7	533 19 6
Ross and Cromarty	81,280	1	2	1	500	500	30 – –	18 15 8	331	4,802 5 2	4,603 13 6	216 – 6
Roxburgh	54,109	4	4	7	900	1,200	284 8 9	395 – 3	4,206	81,546 6 11	80,282 4 11	1,542 19 3
Selkirk	10,449	1	–	2	– –	200	40 – –	50 17 1	342	6,828 6 1	6,591 – 4	338 2 5
Stirling	91,926	3	2	5	800	1,200	215 2 –	262 – 10	5,569	67,417 5 10	67,072 4 11	492 7 9
Sutherland	25,208	–	–	–	—	—	—	—	—	—	—	—
Wigtown	42,038	–	–		—	—	—	—	—	—	—	—
TOTAL SCOTLAND	3,061,251	52	52	156	13,800	34,005	8,396 19 10	10,252 6 2	162,730	2,751,323 5 1	2,724,741 13 8	35,298 9 11

SUMMARY OF SCOTLAND.

10. Rate of Interest Paid to Depositors.	11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management, at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.	COUNTY.
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	
2 19 9	80 – –	48	921 18 –	–	– –	–	– –	–	– –	– 6 –	15,025	12,750	3 8 9	6 4 1	Aberdeen.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Argyll.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Ayr.
2 17 10	– – –	6	88 10 6	–	– –	–	– –	–	– –	– 8 –	725	667	3 2 9	6 2 9	Banff.
2 18 4	– – –	–	– –	–	– –	–	– –	–	– –	– 8 5	283	97	1 18 6	8 6 2	Berwick.
2 15 –	– – –	4	58 – –	–	– –	–	– –	–	– –	– 11 –	1,694	1,341	4 8 –	5 17 7	Bute.
2 15 –	– – –	–	– –	–	– –	–	– –	–	– –	– 11 –	617	701	3 12 1	6 1 –	Caithness.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Clackmannan
2 13 10	– – –	–	– –	–	– –	–	– –	–	– –	– 19 2	1,775	665	1 16 9	6 4 8	Dumbarton.
2 15 –	– – –	–	– –	–	– –	–	– –	–	– –	– 11 4	930	527	2 2 9	7 6 10	Dumfries.
2 19 8	500 – –	696	14,269 6 6	37	601 15 –	3	60 – –	–	– –	– 8 8	71,589	49,306	2 14 10	5 1 10	Edinburgh.
2 16 9	50 – –	–	– –	–	– –	–	– –	–	– –	– 11 4	1,002	905	2 1 3	10 17 9	Elgin.
2 17 8	450 – –	17	244 – –	–	– –	–	– –	–	– –	– 8 –	11,180	5,850	2 12 –	5 2 8	Fife.
2 19 8	676 16 10	36	596 5 –	2	40 – –	–	– –	–	– –	– 8 1	46,115	18,101	2 2 4	5 10 2	Forfar.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Haddington.
2 19 9	– – –	–	– –	–	– –	–	– –	–	– –	– 8 11	3,566	2,969	2 15 –	4 8 10	Inverness.
2 19 3	– – –	–	– –	–	– –	–	– –	–	– –	– 5 1	1,696	1,427	4 14 4	7 15 1	Kincardine.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Kinross.
2 15 –	– – –	2	36 – –	–	– –	–	– –	–	– –	– 11 1	802	355	2 7 11	9 19 4	Kirkcudbright.
3 – –	– – –	144	2,955 9 6	4	58 – –	4	80 – –	–	– –	– 6 –	136,656	78,999	3 1 6	5 17 7	Lanark.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Linlithgow.
2 15 –	– – –	–	– –	–	– –	–	– –	–	– –	– 11 11	454	456	2 15 –	5 10 8	Nairn.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Orkney and Shetland.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Peebles
3 – –	248 4 1	50	912 13 6	3	50 – –	–	– –	–	–	– 12 6	714	793	3 15 3	8 9 10	Perth.
2 15 –	– – –	20	367 15 –	4	90 – –	–	–	–	–	– 11 2	9,233	4,917	2 12 6	6 3 11	Renfrew.
2 15 –	– – –	–	– –	–	–	–	–	–	–	7 8	187	251	4 3 2	9 15 9	Ross and Cromarty.
2 18 9	150 – –	32	625 14 6	–	– –	–	–	–		– 9 7	5,352	2,833	3 3 4	8 19 –	Roxburgh.
2 10 –	100 – –	–	– –	–	– –	–	–	–	– –	– 14 10	418	314	3 19 1	7 18 1	Selkirk.
2 17 9	– – –	15	284 10 6	1	20 – –	–		–	– –	– 7 9	8,774	3,093	1 19 7	6 16 9	Stirling.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sutherland.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Wigtown
2 19 4 Average.	2,255 – 11	1,070	21,360 3 –	51	859 15 –	7	140 – –	–	– –	– 7 5 Average.	318,697	187,317	2 16 6	5 16 2	TOTAL SCOTLAND.

SUMMARY OF IRELAND.

1.			2.		3.		4.	5.	6.	7.	8.	9.
COUNTY.	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	Number of Accounts remaining Open, 20 Nov. 1866.	Total Amount owing to Depositors on 20 November 1866.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1866.
			Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Antrim	370,054	2	3	6	500	3,350	544 – –	656 17 2	5,785	151,679 14 2	151,165 5 2	1,293 17 7
Armagh	189,382	2	1	7	1,000	2,150	310 – –	468 11 10	4,440	151,470 7 7	150,818 10 8	1,598 5 6
Carlow	57,232	–	–	–	—	—	—	—	—	—	—	—
Cavan	153,972	1	1	3	100	200	62 10 –	73 – 6	235	12,660 14 2	12,769 19 3	40 14 8
Clare	166,275	1	1	3	500	500	60 – –	92 1 7	355	11,327 11 8	11,152 12 2	160 4 –
Cork	537,496	4	1	17	–	9,600	1,150 10 9	1,696 1 5	7,837	285,184 4 1	284,694 14 2	2,078 – 11
Donegal	236,859	–	–	–	—	—	—	—	—	—	—	—
Down	299,866	2	1	2	500	200	38 2 6	51 10 6	367	14,076 19 4	14,129 18 10	189 6 –
Dublin	402,022	2	1	9	100	5,770	1,317 10 –	1,900 4 9	11,834	253,868 6 1	251,914 13 2	2,878 4 8
Fermanagh	105,372	1	–	5	–	1,050	225 – –	253 16 4	1,849	81,501 13 3	80,021 1 5	1,771 10 10
Galway	271,042	1	1	2	–	300	4 4 –	9 6 2	30	1,085 5 9	950 10 8	35 5 1
Kerry	201,988	–	–	–	—	—	—	—	—	—	—	—
Kildare	84,930	1	2	2	100	50	12 – –	64 2 –	416	17,513 6 4	17,379 12 3	233 3 2
Kilkenny	123,557	1	1	4	500	700	42 6 8	66 7 6	280	7,627 12 2	7,610 13 2	14 5 5
King's County	88,401	2	2	3	300	200	150 – –	195 5 8	734	22,707 1 4	22,470 10 8	369 12 10
Leitrim	104,615	–	–	–	—	—	—	—	—	—	—	—
Limerick	215,609	1	–	6	–	2,300	430 – 5	565 12 7	1,991	68,059 3 7	67,109 15 10	1,130 17 9
Londonderry	184,137	3	3	10	1,000	1,500	340 – –	423 16 6	3,771	117,550 16 1	116,023 17 5	1,987 4 3
Longford	71,592	–	–	–	—	—	—	—	—	—	—	—
Louth	89,870	3	1	8	500	2,500	317 5 –	386 17 5	1,981	65,899 15 11	65,186 11 4	873 14 4
Mayo	254,449	1	2	–	500	–	–	2 1 3	23	367 – 7	270 15 8	97 7 2
Meath	110,609	2	3	6	400	1,300	105 – –	129 13 11	543	18,620 10 8	18,244 16 2	391 5 2
Monaghan	126,340	1	1	3	–	900	105 – –	145 3 11	985	23,731 3 8	23,308 10 10	443 13 4
Queen's County	90,750	2	3	6	500	1,150	120 2 6	130 7 2	647	18,042 8 4	17,832 6 4	237 1 6
Roscommon	156,154	1	1	3	300	200	175 – –	185 18 9	746	29,621 13 5	29,637 14 4	197 2 9
Sligo	125,079	1	–	2	–	600	44 – –	62 10 –	583	16,104 1 9	15,438 16 5	684 2 9
Tipperary	247,496	4	3	10	–	1,500	265 5 –	335 17 5	1,172	27,216 – 4	26,741 4 –	952 13 10
Tyrone	238,426	4	5	9	200	1,070	156 – –	194 7 9	2,161	67,430 14 9	66,599 15 –	1,135 8 2
Waterford	134,336	1	1	7	–	1,250	299 10 –	406 13 6	1,737	47,244 15 7	46,883 11 4	630 1 1
Westmeath	90,856	1	2	4	1,000	300	96 12 –	105 2 3	255	9,441 7 11	9,245 5 8	170 12 3
Wexford	143,594	1	1	3	–	600	100 – –	113 4 2	367	8,104 6 3	7,968 18 9	54 7 8
Wicklow	86,093	2	1		250	500	71 – –	99 6 4	459	12,41 14 –	12,305 7 –	112 – 10
TOTAL IRELAND	5,764,543	48	42	145	8,250	39,740	6,540 18 10	8,818 18 4	51,583	1,540,578 8 9	1,527,875 7 8	19,760 3 6

SUMMARY OF IRELAND.

10. Rate of Interest Paid to Depositors.	11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.	COUNTY.
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	
2 18 4	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 7	9,132	4,899	4 7 11	12 8 2	Antrim.
2 19 6	950 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 1	3,355	4,807	8 7 5	8 9 10	Armagh.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Carlow.
2 15 6	110 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 5	156	132	8 3 1	12 2 5	Cavan.
2 15 6	300 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 15 10	299	952	6 16 10	33 8 11	Clare.
2 16 11	1,850 - -	84	1,550 - -	-	- - -	6	140 - -	2	40 - -	- 11 9	8,586	10,726	6 7 7	11 19 -	Cork.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Donegal.
2 17 8	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 3	202	402	11 10 2	16 3 4	Down.
2 15 -	- - -	119	2,759 6 -	4	82 - -	1	16 - -	-	- - -	- 14 11	26,197	15,394	3 6 10	10 3 8	Dublin.
3 - -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 3	1,278	1,596	10 15 11	8 8 4	Fermanagh.
2 15 6	110 18 3	-	- - -	-	- - -	-	- - -	-	- - -	- 17 3	14	32	8 10 6	15 6 11	Galway.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Kerry.
3 - 10	830 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	406	362	6 11 -	13 4 1	Kildare.
2 10 -	2 14 5	-	- - -	-	- - -	-	- - -	-	- - -	- 17 4	530	403	4 17 7	14 6 3	Kilkenny.
2 16 2	166 8 7	-	- - -	-	- - -	-	- - -	-	- - -	- 16 11	679	1,189	6 5 6	10 13 4	King's County.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Leitrim.
2 17 -	200 - -	12	230 - -	1	10 - -	-	- - -	-	- - -	- 16 7	2,465	2,568	6 2 7	18 12 10	Limerick.
2 19 8	640 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 1	3,765	2,938	5 10 5	8 10 -	Londonderry.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Longford.
2 17 9	849 18 2	-	- - -	-	- - -	-	- - -	-	- - -	- 11 6	1,881	2,688	5 15 10	10 5 6	Louth.
3 - -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 2	- -	2	- -	1 5 10	Mayo.
2 15 1	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 13 10	418	943	8 13 6	11 3 8	Meath.
2 15 6	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 12 -	910	775	5 15 7	9 4 5	Monaghan.
2 15 4	180 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 2	637	1,218	5 17 11	10 - 10	Queen's County.
2 15 6	100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 12 6	418	952	11 11 6	11 10 6	Roscommon.
2 18 6	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 8	698	590	4 4 11	10 3 9	Sligo.
2 12 11	1,209 6 2	5	73 - -	-	- - -	-	- - -	-	- - -	1 3 3	2,134	1,604	2 18 1	10 16 10	Tipperary.
3 - 3	486 4 10	-	- - -	-	- - -	-	- - -	-	- - -	- 5 9	2,070	2,110	6 14 9	7 4 7	Tyrone.
2 15 6	850 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 16 9	2,902	3,259	4 6 2	9 - 5	Waterford.
2 14 -	400 - -	-	- - -	-	- - -	-	- - -	-	- - -	1 1 7	155	265	11 6 7	23 5 1	Westmeath.
2 10 -	306 8 1	-	- - -	-	- - -	-	- - -	-	- - -	1 7 2	316	465	7 10 8	11 9 1	Wexford.
2 17 2	152 7 3	-	- - -	-	- - -	-	- - -	-	- - -	- 15 9	312	427	7 3 10	12 10 10	Wicklow.
2 14 9 Average.	9,694 5 9	220	4,612 6 -	5	92 - -	7	156 - -	2	40 - -	- 11 4 Average.	69,915	61,698	4 18 11	10 16 3	TOTAL IRELAND.

SUMMARY OF THE ISLANDS IN THE BRITISH SEAS.

1.			2.		3.		4.	5.	6.	7.	8.	9.
	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	Number of Accounts remaining Open, 20 Nov. 1866.	Total Amount Owing to Depositors on 20 November 1866.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1866.
			Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Guernsey	29,846	1	1	2	400	700	500 – –	563 19 1	7,686	194,448 4 2	194,357 6 6	867 19 8
Jersey	56,078	1	1	4	1,000	1,200	745 – –	841 14 –	11,680	260,239 6 1	260,546 10 10	858 14 10
TOTAL	85,924	2	2	6	1,400	1,900	1,245 – –	1,405 13 1	19,366	454,687 10 3	454,903 17 4	1,726 14 6

RECAPITULATION.

1.			2.		3.		4.	5.	6.	7.	8.	9.
	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1866.	Number of Accounts remaining Open, 20 Nov. 1866.	Total Amount Owing to Depositors on 20 November 1866.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1866, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1866.
			Unpaid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
ENGLAND AND WALES	20,061,725	449	484	1,189	335,950	303,355	86,291 17 9	113,654 8 5	1,164,712	31,473,182 – 3	31,343,103 17 3	248,914 5 10
SCOTLAND	3,061,251	52	52	156	13,800	34,005	8,396 19 10	10,252 6 2	162,730	2,751,323 5 1	2,724,741 13 8	35,298 9 11
IRELAND	5,764,543	48	42	145	8,250	39,740	6,540 18 10	8,818 18 4	51,583	1,540,578 8 9	1,527,875 7 8	19,760 3 6
ISLANDS IN THE BRITISH SEAS	85,924	2	2	6	1,400	1,900	1,245 – –	1,405 13 1	19,366	454,687 10 3	454,903 17 4	1,726 14 6
TOTAL, UNITED KINGDOM	28,973,443	551	580	1,496	359,400	379,000	102,474 16 5	134,131 6 –	1,398,391	36,219,771 4 4	36,050,624 15 11	305,699 13 9

Note.—*The Trustees of the following Savings Banks have neglected to furnish any information respecting the Return to the Order of the House of Commons, although*

SUMMARY OF THE ISLANDS IN THE BRITISH SEAS.

10. Rate of Interest Paid to Depositors.	11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management, at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.	
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	
3 - -	1,100 - -	-	- -	-	- -	-	- -	-	- -	- 5 8	4,496	2,363	5 10 8	13 5 11	Guernsey.
3 - -	2,500 - -	23	462 12 6	-	- -	-	- -	-	- -	- 6 4	5,421	3,634	6 3 5	13 2 9	Jersey.
3 - - Average.	3,600 - -	23	462 12 6	-	- -	-	- -	-	- -	- 6 1 Average.	9,917	5,997	5 17 7	13 4 -	- - TOTAL.

RECAPITULATION.

10. Rate of Interest Paid to Depositors.	11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1866.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1866.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1866.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1866.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1866.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1866.	
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	
2 19 6	360,534 11 2	8,960	163,739 4 -	867	16,034 19 -	275	4,512 14 6	15	235 - -	- 7 1	1,130,693	724,160	4 14 5	11 16 10	England and Wales.
2 19 4	2,255 - 11	1,070	21,360 3 -	51	859 15 -	7	140 - -	-	- -	- 7 5	318,697	187,317	2 16 6	5 16 2	Scotland.
2 14 9	9,694 5 9	220	4,612 6 -	5	92 - -	7	156 - -	2	40 - -	- 11 4	69,915	61,698	4 18 11	10 16 3	Ireland.
3 - -	3,600 - -	23	462 12 6	-	- -	-	- -	-	- -	- 6 1	9,917	5,997	5 17 7	13 4 -	Islands in the British Seas.
2 19 4 Average.	376,083 17 10	10,273	190,174 5 6	923	16,986 14 -	289	4,808 14 6	17	275 - -	- 7 4 Average.	1,529,222	979,172	4 6 6	10 12 7	TOTAL, UNITED KINGDOM.

repeated applications have been made to them for it, viz.: Chepstow, Haggerstone, Monmouth, Poole, Trowbridge, Winchcombe, and Hillsborough.

2.—ABSTRACT OF RETURNS from each SAVINGS BANK in *England* and *Wales, Scotland,* and *Ireland,* showing the NAMES of the OFFICERS, their respective SALARIES and other ALLOWANCES (if any); and the Amount of SECURITY each gives.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND:					
Abergavenny	Monmouth	Philip Williams	Treasurer	- - -	500
		William Gwynne	Actuary	80 - -	100
		W. H. Greive	Clerk	30 - -	100
		E. W. Daniel	Auditor	7 - -	40
Abingdon	Berks	J. P. Hammet	Treasurer	- - -	1,000
		Charles Glanville	Actuary	60 - -	400
		William Belcher	Auditor	15 15 -	—
Accrington	Lancaster	Wm. H. Dewhurst	Actuary	35 - -	—
		William Barnes	Cashier	22 - -	500
Alcester	Warwick	Charles Hobbins	Treasurer	- - -	500
		James Sayce	Secretary	40 17 5	500
Alford	Lincoln	F. J. Rhodes	Treasurer	(a) - - -	200
		William Sylvester	Actuary	30 - -	100
		George Atkinson	Auditor	6 6 -	—
Alfreton	Derby	William Wilson	Treasurer	- - -	100
		Samuel Rowbottom	Actuary	40 - -	50
Allendale Town	Northumberland	William C. Arnison	Treasurer	- - -	200
		George Dickinson	Actuary	25 - -	100
		Rev. T. Emerson, W. Holmes	Auditors	—	—
Alnwick	Northumberland	Edward A. Storer	Treasurer	- - -	800
		William Johnson	Secretary	125 - -	400
		Joseph Archer	Auditor	20 - -	100
		Thomas Rickaby	Porter	3 10 -	—
Alresford	Southampton	C. Edward Hunt	Treasurer	- - -	500
		Joseph Anderson	Actuary	45 - -	500
		Edward Blackmore, jun.	Secretary	—	—
		J. Huggins	Auditor	10 - -	—
Alston	Cumberland	Utrick Bainbridge	Treasurer	- - -	100
		George Peart	Secretary	40 - -	100
		Walton Tatters	Clerk	25 - -	50
Alton	Southampton	Henry Hall	Treasurer	- - -	200
		William Trimming	Actuary	60 - -	200
		John Dowden	Porter	5 5 -	—
		R. Lucus	Auditor	8 - -	—
Ampthill	Bedford	Francis Lucas	Treasurer	- - -	400
		Henry R. J. Swaffield	Actuary	(b) 40 - -	200
		Tyson Hagen	Auditor	3 3 -	—
Arundel	Sussex	Messrs. Henty & Co.	Treasurers	- - -	600
		Geo. Wilkes	Actuary	60 - -	100
		Albert Hearn	Auditor	6 - -	—
Ashbourne	Derby	P. C. Jerome	Treasurer	- - -	1,000
		Thomas J. Jones	Actuary	(c) 120 - -	100
		M. A. Jones	Assistant Secretary	25 - -	100
Ashby-de-la-Zouch	Leicester	George Buller	Treasurer	- - -	1,000
		John D. Hextall	Secretary	85 - -	150
Ashford	Kent	G. E. Jemmett	Treasurer	- - -	500
		Thomas Thurston	Clerk	80 - -	100
		William Whitfield	Assistant Clerk	30 - -	100
Ashton-under-Lyne	Lancaster	John R. Coulthart	Treasurer	- - -	500
		Samuel Ashton	Actuary	200 - -	500
		F. W. Popplewell and Son	Auditors	18 18 -	—
		J. H. Burton	Clerk	20 - -	100
Atherstone	Warwick	William Gimson	Treasurer	- - -	400
		William C. Holland	Actuary	60 - -	100

(a) Allowed to have 200 *l.* in his hand without paying interest for the same.
(b) And 7 *l.* for offices, &c.
(c) And occupation of private part of house.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales, Scotland,* and *Ireland,* &c.—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Aylesbury	Bucks	Zacharias D. Hunt	Treasurer	- - -	600
		James James	Secretary	80 - -	300
		Thomas Horwood	Assistant Secretary	10 - -	600
		Thomas Parrott	Auditor	12 12 -	20
Aylsham	Norfolk	Rev. E. T. Yates	Treasurer	- - -	300
		George Bower	Secretary	50 - -	200
		Jacob Middleton	Auditor	5 5 -	—
Bakewell	Derby	Sheffield and Rotherham Banking Company.	Treasurers	(*a*) - -	1,000
		Thomas Masters	Secretary, &c.	150 - -	500
		Messrs. Barclay & Co.	Agents	(*a*) - -	500
		Thos. Robinson	Auditor	12 - -	—
Banbury	Oxford	Timothy R. Cobb	Treasurer	- - -	1,000
		William Rusher	Actuary	(*b*) 210 - -	1,000
		G. W. Nasby	Clerk	50 - -	400
			Doorkeeper & extra Clerk.	3 8 6	—
		W. H. Grey	Auditor	40 - -	100
Barking	Essex	Francis Whitbourn	Treasurer	- - -	500
		Charles Mumford	Actuary	53 - -	200
Barnard Castle	Durham	John Henry Backhouse	Treasurer	- - -	1,000
		Thompson Richardson	Secretary	40 - -	500
Barnsley	York, W. R.	John S. Beckett	Treasurer	- - -	1,000
		Edward Lancaster	Actuary	200 - -	500
		E. G. Lancaster	Assistant Secretary	10 - -	300
		S. Linley	Auditor	15 - -	100
Basingstoke	Southampton	Charles Webb	Treasurer	—	—
		Robert Skeat Hulbert	Ditto	—	—
		S. Chandler	Actuary	90 - -	50
		Charles Headeach	Secretary	45 - -	50
Bath	Somerset	William Long	Treasurer	- - -	5,000
		Robert William Carpenter	Actuary	(*c*) 350 - -	1,000
		Charles P. Carpenter	Cashier	100 - -	500
		T. Shepherd	Clerk	120 - -	500
		Charles Fisher	Clerk	70 - -	100
		C. S. Carpenter	Clerk	60 - -	100
Battle	Sussex	Charles Arnold	Actuary & Receiver	75 - -	500
		Henry G. F. Wells	Treasurer	(*d*) - -	500
Bedale	York, N. R.	Christopher Other, jun.	Treasurer	- - -	1,000
		William Knowles	Actuary	65 - -	20
		William Breaks	Auditor	20 - -	40
Bedford	Bedford	Thomas Barnard	Treasurer	- - -	500
		Francis Trapp	Secretary	150 - -	200
		William Henry Grey Francis Greville Prideaux		32 - -	100 100
Belper	Derby	George H. Strutt	Treasurer	- - -	500
		John Hunter	Actuary	60 - -	500
		Thomas Godbehire	Cashier	30 - -	300
		William Jackson	Clerk	15 - -	100
		Benjamin Cooper	Clerk	5 - -	100
		John Bott	Clerk	2 10 -	100
		George Gratian	Porter	5 10 -	—
		Septimus Stone	Auditor	5 5 -	—
Berwick-upon-Tweed	Northumberland	John A. Woods	Treasurer	- - -	1,000
		George Landels Paulin	Secretary	110 - -	500
		J. P. Henderson	Clerk	15 - -	100
		David Tait Swanston	Porter	8 - -	—
		H. O. Thompson M. G. Crosman	Auditors	10 10 -	—
Beverley	York, E. R.	James Hall	Treasurer	- - -	500
		John Blythe Robinson	Secretary	120 - -	500
		Thomas Ellery Turner	Auditor	30 - -	100

(*a*) Commission.
(*b*) Also 20 *l.* donation upon completion of 25 years' service.
(*c*) And apartments. Also 42 *l.* for porter's wages and extra assistance.
(*d*) Use of balance.

ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Bewdley	Worcester	Slade Baker	Treasurer	- - -	500
		A. M. Clinch	Secretary	40 - -	100
Bicester	Oxford	George Tubb	Treasurer	- - -	200
		Thomas Painter	Secretary	75 - -	40
Biggleswade	Bedford	Frederick Archdale	Treasurer	- - -	200
		George Newbery	Actuary	50 - -	200
Birkenhead	Chester	George Rae	Treasurer	- - -	1,000
		Richard W. Holt	Secretary	32 - -	500
		George Platts	Cashier	45 - -	500
		T. C. P. Marshall	Clerk	32 - -	100
Birstal and Batley	York, W. R.	Messrs. Beckett & Co.	Treasurers	(a) —	—
		George Bromley	Actuary	82 10 6	600
		Charles Christie	Porter	- 16 -	—
Bishop Auckland	Durham	Edmund Backhouse	Treasurer	- - -	800
		Rev. Edward Healy	General Secretary	50 - -	300
		William Vickers Thompson	Assistant Secretary	30 - -	150
Bishop Stortford	Herts	Alfred Taylor	Treasurer	- - -	400
		John Coote	Secretary	70 - -	200
Blackburn	Lancaster	W. Cunliffe Brooks	Treasurer	(b) - -	1,000
		John Garstang	Actuary	110 - -	1,000
		Thomas Brennand	Cashier	110 - -	1,000
		George Bremand	Clerk	20 - -	—
Blandford Forum	Dorset	Wilts & Dorset Banking Co.	Treasurers	- - -	1,000
		William Baker	Actuary	160 - -	500
		John Banister Roe	Auditor	30 - -	50
Blomfield Street, Moorfields (late Bishopsgate Churchyard), London.	Middlesex	Robarts, Lubbock, & Co.	Treasurers	- - -	5,000
		F. E. Greenaway	Secretary	525 13 6	2,000
		Edward P. Jeanneret	Actuary	471 2 1	1,500
		Robert Ritherdon	Cashier	323 13 4	750
		Henry E. Bevan	Cashier	312 2 8	750
		Samuel C. Warren	Cashier	255 18 3	750
		Henry F. Jackson	Cashier	239 7 -	750
		Robert C. Woodward	Cashier	225 4 4	750
		George Dore	Cashier	195 11 8	750
		Thomas L. Ritherdon	Clerk	167 7 5	250
		C. A. Rosier	Clerk	143 16 2	250
		James Longcroft	Clerk	135 18 3	250
		Charles Caswall	Clerk	136 14 1	250
		Alfred Harrison	Clerk	127 19 4	250
		J. W. Grout	Clerk	97 2 -	250
		Fairfax Fishwick	Messenger	106 17 1	125
		Thomas Heritage	Messenger	94 10 10	100
		Rebecca Fishwick	Office Cleaner	45 14 8	—
		C. Baker and J. W. Fowke	City Officers	13 - -	—
		Chas. J. Rowsell	Public Accountant and Auditor.	101 13 4	250
			Assistant Clerks	5 15 -	—
Bloomsbury, Montague-street, London.	Middlesex	Robarts, Lubbock & Co.	Treasurers	- - -	3,000
		William N. West	Actuary	500 - -	1,000
		Daniel Manchee	Cashier	100 - -	500
		Alfred G. Harris	Cashier	100 - -	500
		H. B. Wilkinson	Clerk	70 - -	500
		George F. White	Clerk	70 - -	500
		Richard E. W. Goodridge	Clerk	125 - -	500
		J. F. Davis	Clerk	100 - -	500
		Robert A. Smith	Cashier	65 - -	500
		Charles Kitt	Cashier	65 - -	500
			13 occasional clerks	110 6 -	—
			Porters and servants	135 - -	—
		Turquand, Coleman & Co.	Auditors	63 - -	—

(a) Banker's commission, 71. 18 *s.* 5 *d.*

(b) Use of Balances.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Bolton	Lancaster	William Mawdsley	Actuary	600 – –	500
		G. W. Wharton	Clerk	15 – –	200
		H. B. Torkington	Clerk	5 – –	100
Boston	Lincoln	William Garfit	Treasurer	– – –	1,000
		Thomas Storr	Clerk	185 – –	500
		William Henry Tupholme	Assistant Clerk	70 – –	100
		T. S. Cooke, J. H. Thomas	Auditors	10 – –	—
Bourn	Lincoln	William Parker	Treasurer	– – –	300
		John L. Bell	Secretary	30 – –	300
		Thomas Harrison	Auditor	15 – –	—
Bradford	Wilts	Daniel Wilshire	Actuary	24 12 9	1,000
		North Wilts Banking Co.	Treasurers	—	—
Bradford	York, W. R.	Henry Harris	Treasurer	– – –	1,000
		Thomas Haigh	Secretary or Actuary	(*a*) 300 – –	500
		W. H. Haigh	Assistant Secretary and Cashier.	150 – –	200
		John Rayner	Clerk	100 – –	100
Brentford	Middlesex	W. M'Kewan	Treasurer	– – –	500
		George Brown	Secretary	100 – –	100
		W. H. Grey and F. G. Prideaux.	Auditors	12 – –	100
Brewood	Stafford	Rev. E. J. Wrottesley	Treasurer	– – –	100
		Rev. William Rushton	Secretary or Actuary	25 – –	50
		E. Beetlestone	Auditor	5 – –	—
Bridgnorth	Salop	Messrs. Cooper and Pinton	Treasurers	– – –	1,000
		Alfred S. Trevor	Secretary & Cashier	(*b*) 180 – –	1,500
		James H. Law	Clerk	30 – –	50
		William Brown	Messenger	22 15 –	50
		E. W. Haslewood	Auditor	10 – –	50
Bridgwater	Somerset	G. S. Poole, J. L. Sealey, Robert Salmon	Treasurers	– – –	each 500
		Charles Knowles	Actuary	120 – –	500
Bridlington	York	Edward Ridsdale Harding	Treasurer	– – –	500
		William Watson	Secretary	80 – –	1,000
		George Wetwand	Clerk	25 – –	200
		William Hind	Auditor	5 – –	50
Bridport	Dorset	Herbert Williams	Treasurer	– – –	1,000
		James Williams	Actuary	130 – –	200
		William H. Grey, Francis Grevill Prideaux	Auditors	31 10 –	100, 100
Brigg	Lincoln	John Burgess Allen	Treasurer	– – –	500
		Richard Tumman	Actuary	65 – –	200
		Thomas Wilson	Auditor	15 – –	50
		Mary Tumman	Doorkeeper	3 3 –	—
Brighton	Sussex	Eardley N. Hall, R. A. Bevan, G. K. Carr Lloyd, T. H. West	Treasurers	– – –	1,000
		William Hatton	Actuary	355 – –	1,000
		W. H. Smithers	Clerk	180 – –	300
		F. M. Welsford	Auditor	50 – –	100

(*a*) For junior clerks and extra assistance, 26 *l.* 4 *s.*

(*b*) With 20 *l.*, rent of house.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Bristol	Gloucester	Samuel S. Wayte	Secretary	100 – –	200
		John Rudhall (retired)	Actuary	125 – –	—
		Thomas B. Worth	Actuary	230 – –	200
		Charles J. H. Vining	Sub-Actuary	140 – –	200
		William K. Abbott	Clerk	95 – –	200
		James Brown	Special Clerk	50 – –	200
		William S. Stock	Special Clerk	50 – –	200
		John Curtis & Co.	Auditors	60 – –	200
		F. J. Vining	Clerk	50 – –	200
Bromsgrove	Worcester	Robert Stewart	Treasurer	– – –	1,000
		Thomas Wilson	Actuary	(*a*) 45 – –	200
		John Osborne	Local Agent	10 – –	100
		James Laughton	Auditor	5 – –	—
Bromyard	Hereford	James Eckley	Treasurer	– – –	500
		John Oakley	Actuary	(*b*) 25 – –	50
Buckingham	Buckingham	John Edward Bartlett	Treasurer	– – –	500
		Edward Parrott	Treasurer	– – –	500
		Richard Carter	Secretary and Actuary,	151 15 8	50
Bungay	Suffolk	William Hartcup	Treasurer	– – –	200
		Greystone Bucke Baker	Actuary or Clerk	60 – –	200
		George Rayson	Auditor	5 5 –	100
Burnley	Lancaster	George Stansfeld	Treasurer	– – –	2,000
		Robert R. Somervell	Actuary	95 – –	500
		John Thornton	Cashier	55 – –	100
Burton-upon-Trent	Stafford	Edwin Brown	Treasurer	– – –	1,000
		William Coxon	Secretary	100 – –	1,000
Bury	Lancaster	William Coward	Treasurer	– – –	500
		C. M. Merchant	Actuary	150 – –	500
		Samuel Bailey	Cashier	50 – –	200
Bury St. Edmunds	Suffolk	Messrs. Oakes, Bevan, & Co.	Treasurers	– – –	1,000
		Thomas Stow	Actuary	125 – –	500
		James Rayner	Clerk	75 – –	500
		A. Sturgeon	Messenger	2 10 –	—
Buxton	Derby	George Hounsfield	Treasurer	– – –	500
		James Wurdley	Actuary	8 – –	200
Cainscross	Gloucester	James C. Hallewell	Treasurer	– – –	1,000
		Edwin Bucknall	Actuary	80 – –	500
		John H. Carpenter	Auditor	40 – –	500
		George F. Tabram	Clerk	17 10 –	500
Caistor	Lincoln	Hon. Alexander Leslie Melville.	Treasurer	– – –	500
		George Robert Forster Haddelsey.	Actuary	70 – –	500
		Thomas Kirkley	Auditor	10 – –	—
Calne	Wilts	North Wilts Banking Company.	Treasurers	(*c*) – –	500
		H. S. Heath	Accountant	10 – –	—
		John Chappell	Actuary	40 – –	200
		S. D. Major	Auditor	5 5 –	50
Camberwell, Peckham, and Dulwich.	Surrey	Robert A. Gray	Treasurer	– – –	500
		William Searle	Secretary	125 – –	200
		C. W. Gregory	Clerk	40 – –	100
		Thomas Weston	Clerk	50 – –	100
		Charles Tijou	Clerk	20 – –	100
		Edward Cobden	Messenger	10 10 –	25

(*a*) And house free of rent. (*b*) Including rent of room, &c. (*c*) 10 *s.* commission.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Camborne	Cornwall	John S. Bickford	Treasurer	- - -	500
		William C. B. Yewens	Actuary	21 - -	100
		Llewellyn Newton	Auditor	4 4 -	100
		Henry J. Lean	Assistant Actuary	- - -	100
Cambridge	Cambridge	Thomas Hall Fisher	Treasurer	- - -	1,000
		George Salmon	Cashier	100 - -	1,000
		Charles E. Brown	Actuary	(*a*) 250 - -	200
		H. G. Atkins	Assistant	140 - -	100
		Albert D. Claydon	Auditor	10 - -	50
		William Purchas	Clerk	15 15 -	—
		William Sturlman	Porter	10 - -	—
Cambridge Penny Bank.	Cambridge	George E. Foster	Treasurer	- - -	500
		Charles Bullock	Actuary	12 - -	500
Camden Town	Middlesex	James Heather	Treasurer	- - -	500
		T. W. Critchett	Actuary	75 - -	500
		Henry Taylor	Porter	14 - -	—
		S. C. Warren	Auditor	17 17 -	—
Carlisle	Cumberland	George Relph	Treasurer	- - -	1,500
		John Laver	Secretary	200 - -	500
		Samuel Laver	Clerk at Carlisle	100 - -	300
		Thomas Cheeshough	Clerk at Brampton	15 - -	150
		Joseph Mattinson	Clerk at Penrith	30 - -	150
		David Harkness	Clerk at Longtown	8 - -	50
		Henry Hoodless	Clerk at Wigton	15 - -	150
		John Anderson	Clerk at Morland	15 - -	150
		John R. Donald	Auditor	10 10 -	—
Castle Cary	Somerset	William S. Wood	Treasurer	- - -	1,000
		Samuel Moore	Actuary	66 - -	200
		James Richards	Actuary	50 - -	200
		Benjamin Ellis	Actuary	60 - -	200
		J. G. Bord	Actuary	33 - -	200
		F. S. Moore	Actuary	- - -	200
		E. Y. Cooper	Auditor	10 - -	—
Chapel-en-le-Frith	Derby	John Slack	Treasurer	- - -	500
		William Carrington	Actuary	75 - -	300
Chatham	Kent	Messrs. Day, Nicholson, & Stone.	Treasurers	- - -	2,000
		George T. Skinner	Actuary	240 - -	500
		William H. Cackett	Cashier	150 - -	1,000
		Henry James	Auditors	40 - -	250
		Larkin Allan			
Cheadle	Stafford	Messrs. Philips & Co.	Treasurers	- - -	2,000
		R. H. James	Actuary	(*b*) 100 - -	500
		William Winning	Treasurer's Clerk	5 - -	—
		Henry Grove	Auditor	10 10 -	100
Chelmsford	Essex	Thomas William Bramston, M. P.	Treasurer	- - -	1,000
		Venerable Archdeacon St. John Mildmay.	Secretary	—	—
		George H. Durrant	Actuary	(*c*) 237 10 -	100
		Edgar J. Bridge	Assistant Actuary at Maldon.	35 - -	100
		Samuel Lovelock	Auditor	21 - -	—

(*a*) £. 30 is also allowed to the Actuary towards the expenses he incurs by his weekly attendance at Newmarket, to transact the business of that branch. The Actuary pays all the rates and taxes.

(*b*) Residence, and 5 *l.* for coals and cleaning apartments.

(*c*) This includes the annual value of the dwelling-house belonging to the Bank, which is occupied by the Actuary free, and a gratuity of 40 *l.*

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Securit[illegible].
ENGLAND—*continued.*				£. s. d.	£.
Chelsea	Middlesex	Hopkinson & Co.	Treasurers	- -	2,000
		William Haselden	Secretary	(a) 240 – –	1,000
		Thomas L. Bull	Cashier	(b) 150 – –	500
		P. Burgess	Clerk	80 – –	200
		Thomas Hall	Clerk	46 – –	200
		B. Eyton	Auditor	70 – –	200
		J. Crouchey	Clerk	50 – –	200
		R. Kirk	Porter	12 – –	—
Cheltenham	Gloucester	Edward Frampton, representing the County Bank.	Treasurer	- - -	2,000
		James Rees Philipps	Actuary	(c) 260 – –	500
		Thomas Lewis	Auditor	15 – –	100
Chepstow	Monmouth	No return received from this bank.			
Chertsey	Surrey	Thomas B. La Coste	Treasurer	- - -	300
		Alfred Grave	Secretary	65 – –	100
Chester	Chester	John Williams	Treasurer	- - -	500
		George Edwards	Secretary	100 – –	300
		John Owen	Assistant Secretary	65 – –	150
		James Smith	Cashier	100 – –	100
		F. T. Chamberlain	Secretary at the Hawarden Branch.	25 – –	100
		John Jones	Auditor	100 – –	50
Chesterfield	Derby	George Crompton	Treasurer	- - -	1,000
		Peter Redfern	Secretary	200 – –	500
Chester-le-Street	Durham	Edward Johnson	Treasurer	- - -	300
		Simon Robinson	Cashier	19 10 –	200
		Matthew Potts	Secretary	8 10 –	100
Chichester	Sussex	Henry Comper	Treasurer	- - -	500
		George Paull	Actuary	(d) 220 – –	200
Chippenham	Wilts	Sir John Neeld, Bart.	Treasurer	- - -	1,000
		Messrs. W. and F. Awdry	Secretaries	45 – –	200
		James Noyes	Accountant	80 – –	200
		Joseph Lane	Auditor	12 12 –	200
Chorley	Lancaster	William Fisher	Treasurer	- - -	500
		John Cheetham	Secretary	40 – –	200
		Thomas Evans	Auditor	5 – –	—
Cirencester	Gloucester	Frederick Cripps	Treasurer	- - -	500
		Wm. Gregory	Actuary	150 – –	200
		Wm. Miller	Assistant Actuary	40 – –	50
		James Cox	Auditor	20 – –	—
		James Haines	Porter	10 – –	—
Clitheroe	Lancaster	John Birkbeck	Treasurer	- - -	500
		William Peterkin	Agent	50 – –	300
Cockermouth	Cumberland	Joseph Brown	Treasurer	- - -	500
		Elizabeth Cooper	Actuary	80 – –	1,000
		H. T. Tandy	Auditor	5 – –	—
Colchester	Essex	C. G. Round	Treasurer	- - -	1,000
		W. F. Brill	Actuary	225 – –	200
		Henry Brill	Assistant Clerk	80 – –	100
		William Slaney	Auditor	30 – –	60
		John Root	Porter	13 – –	—
Colne	Lancaster	George Stansfeld	Treasurer	- - -	1,000
		Robert Earnshaw	Actuary	40 – –	300
Congleton	Chester	Joseph C. Washington	Treasurer and Cashier.	- - -	1,000
		John Fielder Hall	Actuary	110 – –	500
		Rev. John Wilkinson Turner	Assistant Secretary	30 – –	50
		John Boyse	Clerk	10 – –	50
		John Hinkley	Auditor	5 5 –	—

(a) And a gratuity of 50 *l.* (b) And house. (c) And for clerk and assistance, 50 *l.*
(d) The Actuary pays all taxes, a supernumerary, a porter, firing, lighting, and cleaning offices.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Coventry	Warwick	Francis Wyley	Treasurer	- - -	1,000
		Luke Dresser	Actuary	250 - -	1,000
Crewkerne	Somerset	Henry Wm. Hoskins	Treasurer	- - -	800
		Thos. F. Clark	Actuary	50 - -	100
Cripplegate	Middlesex	John Pickering	Treasurer	- - -	1,000
		John Ellis	Secretary	100 - -	1,000
		Benjamin Kershaw	Clerk	90 - -	500
		Thomas Smith Wright	Messenger	20 - -	50
Croston	Lancaster	Robert Mosley Master	Treasurer	- - -	100
		William Roper Wright	Actuary	22 10 -	100
		William Holden	Auditor	3 - -	20
Croydon	Surrey	William John Wilson	Treasurer	- - -	250
		Peter Daniel Beck	Secretary	95 - -	50
		Robert Appleby	Clerk	35 - -	50
		Gray and Prideaux	Auditors	15 - -	100 each.
Darlington	Durham	Alfred Backhouse	Treasurer	- - -	1,000
		James Harris	Secretary	100 - -	100
		Thomas Hall	Auditor	20 - -	—
Deal	Kent	William H. Brett	Treasurer	- - -	500
		Aynott C. Woodruff	Secretary	65 - -	100
		Thomas E. Cavell	Clerk	25 - -	100
Derby	Derby	Henry Cox	Treasurer	- - -	1,500
		George Rickard	Actuary	250 - -	500
		Thomas B. Watson	Clerk	120 - -	100
		L. L. Simpson	Assistant Clerk	70 - -	50
		Henry Hilton	Assistant Clerk	50 - -	50
		Samuel Whittaker	Auditor	35 - -	—
		Joseph Kniveton	Porter	15 12 -	—
Devizes	Wilts	John Hayward	Treasurer	- - -	1,000
		William Nott	Actuary	105 - -	200
		William Henry Hill	Auditor	15 - -	100
Devonport Union	Devon	Philip Moysey Little	Treasurer	- - -	2,000
		Alan Belfield Bone, jun.	Secretary	—	—
		William Gard	Actuary	310 - -	1,000
		John Edmonds	Clerk	120 - -	500
		John George Dinnis	Cashier	210 - -	700
		Charles Norman	Clerk	(*a*) 90 - -	300
		John Gard	Clerk	50 - -	300
		Edward Quick	Porter	(*b*) 36 8 -	—
		Robert Haliburton Rae	Auditor	52 10 - (*c*)	—
Devonport Royal Naval Annuitant and Naval.	Devon	John H. Cook	Treasurer	- - -	300
		G. Hengston	Actuary	39 13 4	200
		R. N. Williams	Cashier	28 6 8	100
Devonport Dockyard	Devon	Henry Innes	Treasurer	- - -	100
		Robert Haliburton Rae	Actuary	35 - -	100
Doncaster	York, W. R.	Thomas Walker	Treasurer	- - -	1,500
		Edward Easterfield	Secretary	(*d*) 300 - -	500
		Charles Fisher	Auditor	30 - -	250
		Thomas Henry Bishop	Clerk	30 - -	100
		Albert Taylor	Clerk	20 - -	100
Dorchester	Dorset	Herbert Williams	Treasurer	- - -	1,000
		George Henry Davis	Actuary	160 - -	200
Dorking	Surrey	F. Jones Morice	Treasurer	- - -	500
		John Hart	Secretary	101 - 6	100

(*a*) Apartments rent-free; taxes and fuel, 25 *l.*
(*b*) Apartments rent-free; gas and fuel, 10 *l.*

(*c*) John Raphael May, Actuary - £. 200
Stephen Leach - Clerk - 70
William Howe - Porter - 20
All retired.

(*d*) With residence, coals, and lights.

X.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Dover	Kent	Charles Stein	Treasurer	— — —	500
		John Baker	Secretary	110 — —	500
		Gilbert R. Amos	Clerk	50 — —	100
		George H. Reeve	Auditor	5 — —	—
		Thomas Garrick	Auditor	5 — —	—
			Porter	3 3 —	—
		F. Stockwell	Assistant Clerk	4 — —	—
Downham Market	Norfolk	Daniel Gurney	Treasurer	— — —	1,000
		John Flatman	Secretary	(a) 20 — —	200
		James Wright	Auditor	2 2 —	50
Driffield	York	Edward Ridsdale Harding	Treasurer	— — —	1,000
		William Watson	Secretary	70 — —	500
		Thomas Greenfield Marshall	Auditor	10 — —	100
		William Taylor	Assistant Secretary	25 — —	200
Droitwich	Worcester	Martin Abell	Treasurer	— — —	2,000
		Samuel Tombs	Secretary	35 — —	200
		John Bradley	Auditor	—	—
Dunmow	Essex	Basil Sparrow	Treasurer	— — —	500
		William L. Scott	Secretary	—	—
		Dansie Carter	Clerk or Actuary	70 — —	50
		W. Henry Grey	Auditors	15 — —	50
		Francis G. Prideaux			50
Durham	Durham	Percival Forster	Treasurer	— — —	1,000
Dursley	Gloucester	John Vizard	Treasurer	— — —	500
		Henry Heath	Secretary	50 — —	200
		George Wenden	Auditor	10 10 —	100
East Grinstead	Sussex	George Head	Treasurer	— — —	400
		William Rudge	Secretary	95 6 7	200
		W. A. Head	Auditor	15 — —	100
Eccleshall	Stafford	Thomas Salt	Treasurer	— — —	200
		James Kitley	Secretary	15 — —	100
Eccleston	Lancaster	W. Bretherton	Actuary	50 — —	120
		John Westley	Auditor	2 10 —	—
Eckington	Derby	The Rev. E. B. Estcourt	Treasurer	— — —	100
		John Ibbotson Hayes	Actuary	10 — —	50
Edmonton	Middlesex	Edward John Booker	Treasurer	— — —	300
		William Dexter	Secretary	25 — —	100
		W. E. Gascoyne	Auditor	7 7 —	—
Ellesmere	Salop	Rev. John Peake	Treasurers	— —	100
		Robert Morrall			100
		William Lee	Secretary	60 — —	100
		Edward Blackburne	Auditor	15 — —	—
Ely	Cambridge	G. E. Foster	Treasurer	— — —	500
		Thomas A. Hills	Actuary	(b) 50 — —	200
		William Henry Grey	Auditors	10 — —	100
		Francis Greville Prideaux			100
Epsom	Surrey	T. P. Pagdon	Treasurer	— — —	200
		William A. Everest	Secretary	60 — —	100
Ewell	Surrey	Rev. Sir G. L. Glyn, Bart.	Treasurer	— — —	200
		H. W. Pennington	Manager	5 — —	—
		John Pilgrim	Actuary	20 — —	30

(a) This includes rent and fuel.

(b) With 10 *l.* for rent.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Exeter	Devon	Edward A. Sanders	Treasurer	- - -	5,000
		James Shopland	Late Actuary	243 19 –	3,000
		William Kennaway	Auditor	150 – –	1,000
		Thomas C. Sanders	Late Auditor	34 2 2	1,000
		Richard Pike	Actuary	328 13 7	3,000
		Andrew Glanvill	Cashier	224 1 9	2,000
		Samuel P. Hayman	Check Clerk	172 19 2	1,000
		Humphry W. Sellers	Clerk	153 9 3	1,000
		William F. Yelland	Late Clerk	45 11 –	500
		H. R. Hill	Clerk	113 7 7	500
		T. M. Richards	Clerk	103 7 3	500
		John Hartnoll	Clerk	63 5 6	500
		George H. Horwill	Clerk	53 5 2	500
		Edwin H. Way	Clerk	34 18 6	500
		Henry T. Kenshole	Apprentice	27 17 7	300
		Edward B. Lemon	Apprentice	7 8 3	300
		John Hurford	Messenger	59 12 –	100
		Rebecca Carter	Charwoman	13 – –	—
		John H. Toller and William H. Toller.		100 – –	1,500
		William Pulman		28 4 –	500
		Nathan Beck		10 – –	250
		George Richards		43 19 –	500
		Charles H. Brooking		15 10 –	500
		William R. Creed		32 – –	500
		Henry Fowler		22 1 –	500
		Charles Read		33 15 –	500
		Edmund H. Laffere	Paid Receivers of Deposits	17 – –	250
		John Banfield		22 – –	500
		William H. Balkwill		31 19 –	500
		George L. Gains		38 17 –	500
		Charles Seymour		17 2 –	500
		W. H. Pearce		32 9 –	500
		Arthur C. Sharland		55 3 –	500
		H. Manly and W. Chave		29 15 –	500
		William R. H. Jordan		17 2 –	500
		William Hamlin		29 19 –	500
		George Avery		4 14 –	500
		William Peack		4 17 –	500
Eye	Suffolk	Gurneys & Co.	Treasurers	- - -	500
		Henry Bishop	Secretary	(*a*) 100 – –	300
		Francis Cupiss	Receiver at Diss	20 – –	100
		A. W. Bishop	Assistant Secretary	- - -	200
		Thomas Fulcher	Auditor	10 – –	100
Fakenham	Norfolk	Robert N. Hamond	Treasurer	- - -	300
		Franc. B. Midleton	Secretary	(*b*) 45 – –	500
		J. A. Miles	Auditor	4 4 –	25
Falmouth	Cornwall	William Carne	Treasurer	- - -	1,200
		Thomas Johns	Secretary & Actuary	(*c*) 162 – –	800
		Henry Pollard	Auditor	13 – –	50
		George Pooley, jun.	Auditor	13 – –	50
Fareham	Southampton	George Hunt	Treasurer	- - -	200
		William Kelsall	Actuary & Secretary	67 – –	300
		Messrs. Grey and Prideaux	Auditors	10 – –	100 100
Farnham	Surrey	James Knight	Treasurer	- - -	1,000
		William Mason	Actuary	(*b*) 90 – –	1,000
		F. G. Prideaux	Auditor	15 – –	50
Faringdon	Berks	Joseph Clark	Treasurer	- - -	500
		G. J. Haines	Actuary	60 – –	300
		George F. Crowdy	Auditor	15 – –	—

(*a*) Salary - - - - £. 80 – –
Rent of Office - - - 15 – –
Allowance for Messenger - 5 – –
£. 100 – –

(*b*) And house.

(*c*) Gratuity of 50 *l.*

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Farringdon-street	Middlesex	John Beattie	Treasurer	—	1,000
		William H. Grey	Actuary	140 — —	400
		John Lowe	Cashier	90 — —	1,000
		William Rose	Porter	25 — —	—
		Thomas P. Scrivener	Auditor	21 — —	100
Faversham	Kent	William Rigden	Treasurer	—	500
		Henry E. Coulter	Secretary & Actuary	(*a*) 140 — —	400
		George S. Crosser	Assistant Secretary	50 — —	100
		John E. Cook	Porter	5 6 —	—
		Grey and Prideaux	Auditors	15 15 —	200
Finsbury	Middlesex	Bank of England	Treasurers	—	—
		William N. Wortley	Actuary	561 — —	2,000
		Edward Scargill	Chief Clerk	215 — —	500
		Edmund Best	Clerk	151 5 —	250
		Benjamin P. Searle	Clerk	40 — —	250
		J. E. Atkins	Clerk	92 10 —	250
		F. W. Blogg	Clerk	42 10 —	200
		H. Asken	Clerk	42 10 —	200
		William Wash	Messenger	66 8 —	100
			Assistant Messenger and Police.	26 1 6	—
			Extra Writers	75 6 —	—
		S. Lovelock	Auditor	25 — —	—
Folkestone	Kent	Angus M. Leith	Treasurer	—	—
		Albert Moat	Secretary	22 18 8	100
		E. Kingsford	Auditor	2 — —	—
Folkingham	Lincoln	Orlando Edmonds	Treasurer	—	300
		John Rose	Actuary	26 — —	100
Framlingham	Suffolk	George Edwards	Cashier	81 11 3	1,000
Frodsham	Chester	John H. Hayes	Treasurer	—	300
		John Pollard	Secretary	40 — —	300
Frome Selwood	Somerset	E. H. Dickinson	Treasurer	—	500
		James Gough	Actuary	100 — —	500
		R. H. Harrold	Auditor	10 — —	—
Fulham	Middlesex	Rev. Robert George Baker	Treasurer	—	100
		Charles Watts	Secretary	15 — —	100
		Robert King	Auditor	5 — —	30
Gainsborough	Lincoln	William Lister Sharpe	Treasurer	—	500
		William Hord	Actuary	110 — —	500
		William Menzies Berwick	Auditor	30 — —	200
		Ann Scott	Office cleaner	7 — —	—
		James Snowden	Doorkeeper	1 — —	—
Glossop	Derby	Francis Sumner	Treasurer	—	500
		C. J. Hadfield	Secretary or Actuary	32 — —	100
Gloucester	Gloucester	William C. Tunstall	Treasurer	—	1,000
		Edward L. Kendall	Auditor	40 — —	500
		W. Washbourn	Secretary & Actuary	120 — —	1,000
		Thomas H. Pike	Assistant Actuary	50 — —	300
Godalming	Surrey	Frederick Mellersh	Treasurer	—	1,500
		John C. Collier	Secretary	50 — —	100
		Richard Whitbourn	Auditor	20 — —	100
Goole	York, W. R.	John H. Rockett	Treasurer	—	500
		Thomas Bunker	Secretary	(*b*) 15 7 5	100
		Samuel Bellhouse	Auditor	2 2 —	—
Gosport	Southampton	George Gillman	Treasurer	—	200
		James Hoskins	Secretary	—	—
		Thomas H. Field	Actuary	80 15 —	200
		Cornelius Regan	Messenger	5 10 —	—
		T. W. Spriggs	Auditor	5 5 —	—

(*a*) Residence in Bank, but pays a moiety of rates and taxes.

(*b*) And 1*l.* 10*s.* for coals, cleaning, and porterage.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Grantham	Lincoln	T. Hardy & Co.	Treasurers	- - -	1,000
		W. V. Hardwick	Actuary	200 - -	1,000
		C. E. Churchill	Assistant Actuary	100 - -	300
		Thomas G. Hardy	Clerk	35 - -	200
Gravesend	Kent	William McKewan	Treasurer	- - -	1,000
		Henry Newman	Actuary	120 - -	300
Great Grimsby	Lincoln	William Grange	Secretary	15 - -	200
		William Wallis	Auditor	2 2 -	—
		Hon. Alex. L. Melville	Treasurer	- - -	500
Greenwich, Lewisham, and Lee.	Kent	Rev. J. S. Masters	Treasurer	- - -	1,000
		John I. Langley	Actuary	(*a*) 200 - -	500
		Francis Huskisson	Assistant Clerk	50 - -	200
		E. A. Domville	Assistant Clerk	25 - -	200
Guildford	Surrey	Samuel Haydon	Treasurer	- - -	1,500
		Joseph Haydon & T. Russell	Joint Secretaries	25 - -	50
		Francis Whitburne	Actuary	100 - -	300
		Richard Lee	Auditor	21 - -	—
		George Loveland	Porter	5 - -	—
Guisborough	York, N. R.	The National Provincial Bank of England.	Treasurers	—	—
		Thomas T. Trevor	Secretary	60 - -	200
		Thos. Rawling	Auditor	5 - -	—
Hackney	Middlesex	Barclay, Bevan & Co.	Treasurers	- - -	250
		W. M. Russell	Secretary	70 - -	300
		David Craven	Actuary	50 - -	100
		John Lloyd	Clerk	20 - -	50
		Ford and Capper	Auditors	6 6 -	—
			Porter and Charwoman.	8 4 -	—
Hadleigh	Suffolk	John Bawtree	Treasurer	- - -	400
		William Grimwade	Actuary	60 - -	200
		Richard Newman	Secretary	—	—
		George Taylor	Auditor	—	—
Haggerstone	Middlesex	No return received from this Bank.			
Halesworth	Suffolk	Thomas Brightwen	Treasurer	- - -	1,000
		Robert B. Baas	Secretary	10 10 -	100
		James Tippell	Clerk	55 - -	100
		F. B. Parslee	Auditor	10 10 -	100
Halifax	York, W. R.	James Bowman	Treasurer	- - -	1,000
		William Tongue	Actuary	240 - -	200
		J. S. Highley	Auditor	15 - -	—
Hammersmith	Middlesex	Joseph Crook	Treasurer	- - -	500
		Alfred James Roberts	Secretary	60 - -	500
Hampstead	Middlesex	Thomas Bridger	Actuary	70 - -	600
		David Alison	Auditor	4 4 -	—
Hanley	Stafford	James G. Walker	Treasurer	(*b*) - -	500
		William Varcoe	Secretary	100 - -	500
		Ephraim Brunt	Auditor	9 9 -	50
Harewood	York, W. R.	John Parker	Secretary & Treasurer	50 - -	300
Harleston	Norfolk	William M. Hazard	Treasurer	- - -	500
		Edgar J. Everson	Actuary	50 - -	200
		George Rayson	Auditor	5 5 -	100
Harrow	Middlesex	Jacob F. Marillier	Treasurer	- - -	200
		William Winkley	Secretary	(*c*) 20 - -	100
Harwich	Essex	Charlotte Cox, John Cobbold, John Chevallier Cobbold, and William Rodwell	Treasurers	- - -	500
		Francis Hales	Secretary	17 - -	100
		Benjamin P. Goodwin	Clerk	25 - -	100
		Jas. R. Franks	Auditor	5 - -	—
Hastings	Sussex	J. G. O'Neille	Treasurer	- - -	500
		J. Phillips	Secretary	- - -	—
		John Banks	Actuary	92 7 5	250

(*a*) £. 10 for coals. (*b*) A commission of 5 *s.* per cent. on investments and drafts. (*c*) This sum includes 5 *l.* for the use of office, firing, &c.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Havant	Southampton	George Gillman	Treasurer	- - -	200
		Joseph R. Cox	Actuary	60 - -	150
		Robert Allen	Honorary Secretary	—	—
		W. Padwick	Auditor	5 - -	—
Haverhill	Suffolk	William W. Boreham	Treasurer	- - -	300
		R. P. Todd	Secretary	30 - -	100
Hawkhurst	Kent	Edwin Hills	Treasurer	- - -	500
		Goodwin Kilburne	Actuary & Secretary	70 - -	200
Helston	Cornwall	John Kendall	Treasurer	- - -	200
		Arundel Rogers	Actuary	80 - -	200
		E. J. Anthony	Secretary	30 - -	—
		John Kendall, jun.	Auditor	20 - -	—
Hemel Hempstead	Herts	John E. Bartlett	Treasurer	- - -	300
		George A. Smith	Secretary	55 - -	300
Henley-on-Thames	Oxford	John Cooper	Treasurer	- - -	600
		John Page	Secretary & Actuary	80 - -	300
		William T. Hews	Clerk	10 - -	—
		J. C. Miller	Auditor	10 - -	—
Hereford	Hereford	John A. F. Suter	Treasurer	- - -	2,000
		James T. O. Fowler	Actuary & Secretary	300 - -	500
		Edwin Day	Assistant Actuary	120 - -	300
		James Corbett	Auditor	25 - -	100
		Robert W. Newlyn	Clerk	40 - -	100
			Extra Clerks	19 4 1	—
Hertford	Herts	William R. Baker	Treasurer	- - -	1,000
		James Poulton	Secretary	90 - -	100
Hexham	Northumberland	James D. Bell	Treasurer	- - -	500
		James Fairlam	Actuary	(a) 120 - -	200
		T. H. Bell	Treasurer's Clerk	5 15 -	—
		Robert Gibson	Porter	6 - -	—
		Isaac Baty	Auditor	20 - -	100
Highgate	Middlesex	W. P. Bodkin	Treasurer	- - -	200
		Robert Watson	Actuary	15 15 -	100
High Wycombe	Bucks	Robert Wheeler	Treasurer	- - -	1,000
		William Butler	Actuary	80 - -	100
		William Judson	Auditor	10 - -	—
Hinckford	Essex	Nath. C. Barnardiston	Treasurer	- - -	300
		Henry Warburton	Secretary	—	—
		Jeffery Carter	Actuary	50 - -	300
		Messrs. Grey and Prideaux	Auditors	10 - -	50 each.
Hinckley	Leicester	William Billson	Treasurer	- - -	300
		Thomas Short	Secretary	(b) 100 - -	100
Hitchin	Herts	James H. Tuke	Treasurer	- - -	500
		Joshua Whiting	Secretary	60 - -	500
Horncastle	Lincoln	Eli Hall	Treasurer	- - -	600
		Robert Lockwood	Actuary	120 - -	200
		R. C. Armstrong	Auditor	10 - -	50
Horsham	Sussex	John W. Burmester	Treasurer	- - -	500
		Charles Hunt	Actuary	70 - -	250
		Thomas Hills	Auditor	10 - -	50
Howden	York, E. R.	Charles Hutchinson	Secretary	50 - -	500
		Robert Sugden	Auditor	10 - -	200
Huddersfield	York, W. R.	Edward Sikes	Treasurer	- - -	1,000
		Charles Atkinson	Actuary	240 - -	500
		George Hirst	Cashier	100 - -	500
		Tristram Ridgway	Assistant	80 - -	300
		R. D. Gooch	Auditor	25 - -	—
Hungerford	Berks	John W. Burmester	Treasurer	- - -	400
		Henry E. Astley	Actuary	60 - -	500
		Thomas Wooldridge	Auditor	20 - -	200

(a) And residence.

(b) Including clerk.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Hyde	Chester	Thomas Mottram	Treasurer	—	—
		William Smith, jun.	Actuary	25 – –	100
Hythe	Kent	J. S. Coombs	Treasurer	– – –	500
		Edward Ashdown	Clerk	45 – –	50
		Henry Hailey	Auditor	5 – –	10
Ipswich, Cornhill	Suffolk	William Rodwell	Treasurer	– – –	500
		Samuel B. Chapman	Secretary	30 – –	500
		Stirling Westhorpe	Actuary	30 – –	500
		Joseph Owen	Auditor	6 – –	—
Ipswich, Queen Street	Suffolk	Alexander & Co.	Treasurers	– – –	1,000
		T. S. Gowing	Cashier	100 – –	300
		R. Christopherson	Actuary	150 – –	300
		W. Turner	Auditor	40 – –	—
Islington	Middlesex	Nathaniel H. Clifton	Treasurer	– – –	500
		Augustus P. Oldershaw	Secretary & Agent	120 – –	500
		George Thain	Clerk	20 – –	—
		Edward William Brain	Clerk	13 – –	—
Keighley	York, W. R.	Henry Alcock	Treasurer	(*a*) – –	500
		George Smith	Secretary	130 – –	500
		Allan Brown	Auditor	15 –	100
Kennington	Surrey	G. W. Challis	Treasurer	– – –	500
		Frederick Reeve	Actuary	50 – –	100
Kensington	Middlesex	Edwyn Allun	Treasurer	– – –	600
		Charles Greenway	Secretary	150 – –	500
		W. Timson	Messenger	15 – –	—
		W. S. Mayers	Auditor	20 – –	—
Keswick	Cumberland	J. F. Crossthwaite	Treasurer	– – –	500
		Anthony Gibson	Actuary	40 – –	50
Kettering	Northampton	Messrs. Eland and Eland	Treasurers	– – –	700
		Louisa Meadows	Actuary	40 – –	100
		Grey and Prideaux	Auditors	10 10 –	100
Kidderminster	Worcester	Robert Stewart	Treasurer	– – –	1,000
		James Chambers	Actuary	100 – –	200
		Messrs. Grey and Prideaux	Auditors	20 – –	200 each.
King's Lynn	Norfolk	Francis J. Cresswell	Treasurer	– – –	1,000
		John Burch	Secretary	100 – –	200
		James Eccles	Clerk	30 – –	200
Kingsland Road	Middlesex	John W. Burmester	Treasurer	– – –	1,000
		James Duthoit	Actuary	120 – –	500
		Alfred Duthoit	Sub-Actuary	50 – –	300
		L. G. B. How	Clerk	30 – –	200
Kingston-on-Hull	York, E. R.	Edmund Smith	Banker	(*b*) – –	2,000
		N. Levett	Secretary	324 15 –	2,000
		Daniel C. Donovan	First Clerk	300 – –	600
		Henry J. Buckton	Second Clerk	200 – –	500
		William Thomas Hawkins	Auditor	(*c*) 50 – –	200
		Francis Fullerton	Clerk	48 15 –	100
		William B. Henderson	Agent	10 10 –	250
		William Richardson	Porter	55 – –	50
Kingston-on-Thames	Surrey	Samuel Ranyard	Treasurer	– – –	1,000
		Wm. A. Fricker	Secretary	120 – –	300
		John Harris	Auditor	20 – –	100
		John Wilde	Porter	7 – –	—
Kingswinford	Stafford	Edwin Dudley	Treasurer	—	—
		John Caswell	Actuary	(*d*) 100 – –	300
		William G. Dixon	Auditor	17 17 –	—
Kingswood	Gloucester	Messrs. Cave, Baillie & Co.	Treasurers	– – –	—
		John Sircom	Actuary	31 10 –	100
		Charles Jackson	Auditor	5 – –	50

(*a*) Commission, 19 *l.* 9 *s.* 6 *d.*
(*b*) Commission, 42 *l.*
(*c*) For extra services, 25 *l.*
(*d*) And 20 *l.* donation.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Kington	Hereford	Erasmus B. Price	Treasurer	- - -	500
		Rev. J. N. Walsh	Actuary	75 - -	300
		Anthony Temple	Auditor	10 - -	50
Kirkby Lonsdale	Westmorland	Robert L. Gregg	Treasurer	- - -	400
		John Metcalfe	Actuary	60 - -	400
		John Allen	Clerk	5 - -	—
		J. Gill	Auditor	5 - -	—
Kirkham	Lancaster	Charles Birley	Treasurer	- - -	500
		John Bradley	Actuary	30 - -	200
		O. Barrett	Auditor	5 5 -	—
Knaresborough	York, W. R.	Rev. Thomas Collins	Treasurer	- - -	1,000
		George Stead	Secretary	(a) 150 - -	100
			Assistant Secretary	20 - -	—
		Joseph Dixon	Clerk at Wetherby Branch.	(b) 50 - -	200
		John Scafe	Clerk at Pateley Branch.	20 - -	50
		William Harrison	Cashier	30 - -	—
Knutsford	Chester	Henry Long	Treasurer	- - -	300
		John Siddeley	Actuary	100 - -	300
		William Aldred	Auditor	10 - -	—
Lambeth	Surrey	London & Westminster Bank	Treasurers	- - -	1,000
		W. W. Jones	Actuary	130 - -	500
		Henry Wilson	Clerk	60 - -	500
		Alfred Warren	Auditor	21 - -	500
		Isaac Shepherd	Messenger	32 10 -	50
Lambeth, St. John	Surrey	J. H. Harriss	Treasurer	- - -	500
		C. Gray	Secretary	60 - -	200
Lancaster	Lancaster	Henry Hadwen	Treasurer	- - -	500
		Lancelot Sanderson	Actuary	105 - -	200
		Michael Harrison	ditto	105 - -	200
		Richard Stanton	Cashier	60 - -	200
		Richard Bond	Clerk	15 - -	200
Lanchester	Durham	Richard Hill Gee	Treasurer	- - -	500
		F. J. Laycock	Secretary	27 - -	50
		W. W. Thompson	Auditor	3 - -	—
Launceston	Cornwall	John L. Cowlard	Treasurer	- - -	1,000
		William Dymond	Actuary	72 - -	300
		James Grigg	Auditor	10 - -	—
Ledbury	Hereford	Edward J. Webb	Treasurer	- - -	200
		Thomas Woodward	Secretary	80 - -	200
Leeds	York, W. R.	Samuel J. Brown	Treasurer	- - -	3,000
		George S. Carr	Secretary	(c) 350 - -	1,200
		J. H. Oates	Cashier	158 1 6	500
		John W. Mathewman	Clerk	107 10 -	300
		Robert A. Furbank	Clerk	95 - -	300
		John Gibson	Clerk	67 10 -	100
		John Roylance	Porter	6 15 -	—
		W. F. Deane	Profes. Accountant	40 - -	—
Leek	Stafford	Thomas Carr	Treasurer	- - -	300
		William S. Mollatt	Actuary	80 - -	300
		W. Johnson	ditto	5 5 -	20
Leicester	Leicester	William Bilson	Treasurer	- - -	1,000
		William Kelly	Secretary	(d) 250 - -	1,000
		John H. Williams	Auditor	50 - -	100
		William Oliver Dawson	Clerk	50 - -	250
		Samuel Cowling	Assistant Clerk	7 16 -	50
		Martha Laundon	Housekeeper	20 - -	—
Leigh	Lancaster	Henry Calland	Treasurer	20 - -	500
		Atherton Selby	Actuary	60 - -	500
		Samuel Mosscrop	Clerk	30 - -	—
		Henry Whitworth	Auditor	15 - -	—

(a) And 20 *l.* for assistance.
(b) And house.
(c) Extra assistance, 1 *l.* 13 *s.* 9 *d.*
(d) 12 *l.* 12 *s.* allowed to Secretary for additional assistance.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Leominster	Hereford	Edward P. Southall	Treasurer	— — —	1,000
		John West	Actuary	100 — —	200
		John Rogers	Attendant	5 4 —	50
		Martha Anthony	Porter	4 — —	20
		V. W. Holmes	Auditor	12 10 —	50
Lewes	Sussex	Thomas Whitfeld	Treasurer	— — —	1,000
		John Smith	Actuary	(a) 170 — —	300
Leyburn	York, N. R.	Christopher Other	Treasurer	— — —	1,000
		John Teale	Actuary	50 — —	500
		J. John Grime	Auditor	12 — —	500
Leyland	Lancaster	Edward Barnes	Treasurer	— — —	200
		Kinton Jacques	Actuary	60 — —	150
		Peter Burdon	Cashier	60 — —	150
		John Westley	Auditor	5 — —	—
Leyton	Essex	J. W. Bosanquet	Treasurer	— — —	500
		John Greenfield	Secretary	20 — —	50
		H. J. Emerson	Auditor	5 — —	50
Lichfield	Stafford	P. S. Sandieman	Treasurer	— — —	600
		John T. Parker	Actuary	(b) 70 — —	200
Lilleshall	Salop	His Grace George Granville William, Duke and Earl of Sutherland, K. G.	Treasurer	—	—
		William Gunn	Secretary	50 — —	100
Limehouse	Middlesex	Philip P. Blyth	Treasurer	— — —	1,000
		William E. Holland	Actuary	37 10 —	600
		John Capes	Assistant Actuary	15 — —	600
		Richard Foster	Dep. Assit. Actuary	11 5 —	30
		John Rugg	Auditor	15 15 —	—
Lincoln	Lincoln	The Hon. A. L. Melville	Treasurer	— — —	1,000
		J. Mawer	Actuary	239 8 8	600
		Thomas White	Auditor	50 — —	100
		Joseph Broughton	Clerk	52 — —	100
		William Mountain	Assistant Clerk	30 — —	100
		Edmund Maltby	Assistant ditto	10 — —	100
Liskeard	Cornwall	John Squire	Treasurer	— — —	1,000
		John Pearson	Actuary	50 — —	650
		Lewis Bone	Assistant Actuary	20 — —	300
		William T. Hancock	Auditor	20 — —	100
Liverpool	Lancaster	Messrs. Heywood & Sons, Bankers.	Treasurers	— — —	2,000
		Thomas B. Newton	Actuary	600 — —	2,000
		Richard Shaw	Chief Clerk	200 — —	1,000
		William H. Cattrell	1st Ledger Clerk	160 — —	750
		Henry L. Cunningham	Clerk	90 — —	100
		Thomas Burcher	Clerk	150 — —	300
		Charles J. Leders	Clerk	150 — —	300
		Richard C. Ward	Cashier	110 — —	100
		William R. Westmore	Cashier	110 — —	100
		Albert Burcher	Clerk	60 — —	100
		George James Pipon	Clerk	60 — —	100
		John Parker M'Comb	Clerk	50 — —	100
		Alfred W. Brooke	Clerk	60 — —	100
		Benjamin Lewis	Messenger	54 12 —	—
		J. Charles Stead	Auditor	200 — —	1,000
Loughborough	Leicester	E. C. Middleton & T. Cradock	Treasurers	— — —	500
		Sarah Ann White	Secretary	(c) 112 10 —	300
		Thomas W. Marshall	Auditor	20 — —	—
Louth	Lincoln	William Garfit	Treasurer	— — —	1,000
		John Nesbitt	Actuary	120 — —	300
		Chs. M. Nesbitt	Clerk	30 — —	200
		John Hurst	Auditor	40 — —	200
Lowestoft	Suffolk	John H. Gurney, M.P.	Treasurer	— — —	1,000
		Thomas Simpson Allerton	Actuary	50 — —	100
		William Spaull	Auditor	4 4 —	—

(a) And 18 *l.* 4 *s.* for an occasional clerk.

(b) And house.

(c) Including 32 *l.* 10 *s.* rent, and coals.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Ludlow	Salop	Rocke, Eyton & Co.	Treasurers	— — —	1,000
		John Williams	Actuary	180 — —	300
		Edward Foster	Auditor	30 — —	—
Luton	Bedford	Henry C. Brown	Treasurer	— — —	500
		Thomas E. Austin	Actuary	— — —	200
		T. W. Lucas	Auditor	7 7 —	—
Lyme Regis	Dorset	Herbert Williams	Treasurer	— — —	200
		Charles C. Benett	Actuary	60 — —	50
Macclesfield	Chester	William Carr	Treasurer	— — —	2,000
		William Biden	Actuary	120 — —	1,000
		John S. Bayley	Clerk	100 — —	400
		John S. Barrett	Clerk	31 4 —	50
		Peter Barber	Auditor	30 — —	50
Maidenhead	Berks	Charles Stephens	Treasurer	— — —	400
		F. T. Ward	Secretary	40 — —	50
		J. Ford	Actuary	40 — —	50
		John Ford	Auditor	5 — —	—
Maidstone	Kent	Alexander Randall	Treasurer	— — —	1,500
		Joseph Brown	Secretary	200 — —	700
		Edward Watts	Assistant Secretary	160 — —	500
		J. P. Joseen, William Page	Auditors	40 — —	—
Malmesbury	Wilts	Thomas Luce	Treasurer	— — —	500
		Charles R. Luce	Actuary	30 — —	500
		Messrs. Grey & Prideaux	Auditors	— — —	50 each.
Malton	York, N. R.	Robert H. Bower	Treasurer	— — —	1,000
		George Hardy	Secretary & Actuary	(*a*) 100 — —	50
Manchester	Lancaster	Bank of England, Manchester Branch.	Treasurers.	—	—
		John H. Neild	Actuary	1,000 — —	3,000
		James H. Owen	Cashier	(*b*) 320 — —	1,000
		Joseph Bent	Pay Clerk	180 — —	600
		George J. Blake	Clerk	13 6 8	300
		Charles P. Kendrew	Assistant Clerk	120 — —	100
		J. W. Middleton	Assistant ditto	120 — —	100
		John Chadfield	Assistant ditto	120 — —	100
		T. B. Wilkinson	Assistant ditto	150 — —	100
		Edward J. Leeming	Assistant ditto	100 — —	100
		William Booth	Assistant ditto	110 — —	100
		H. Edwards	Assistant ditto	30 — —	100
		T. Meredith	Assistant ditto	13 6 8	100
		Samuel Cottam	Professional Accountant	80 — —	—
		Alfred T. Leeming	Assistant Clerk	73 6 8	100
		Charles Bibby	Messenger	54 12 —	—
		Occasional Clerks	—	59 8 10	—
Manningtree	Essex	Thomas William Nunn	Treasurer	— — —	200
		John W. Webber	Secretary	40 — —	100
Margate	Kent	Francis W. Cobb	Treasurer	— — —	500
		William C. Brasier	Secretary	63 — —	200
Market Drayton	Salop	Will. W. Saxton	Treasurer	— — —	500
		J. Moore	Secretary	45 — —	150
		W. D. Green	Auditor	3 3 —	—
		J. W. Haslam	Auditor	3 3 —	—
Market Harborough	Leicester	This Bank is closing.			
Marlborough	Wilts	Thomas B. Merriman	Treasurer	— — —	1,000
		James Leader	Actuary	80 — —	100
		D. Ayliffe	Auditor	10 — —	—
		Richard Lavington	Auditor	10 — —	—
Marlow	Bucks	Lawrence W. Wethered	Treasurer	— — —	1,000
		William L. Ward	Secretary	20 — —	100
Maryport	Cumberland	William Ostle	Treasurer	— — —	500
		Joseph Mark	Actuary	50 — —	200

(*a*) And apartments in the Bank.

(*b*) And house.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Melksham	Wilts	Samuel A. Sylvester	Treasurers	- - -	100
		James Stratton			100
		Arthur Gore	Actuary	30 - -	100
		H. F. Evans	Auditor	5 - -	—
Melton Mowbray	Leicester	Leicestershire Banking Company.	Treasurers	- - -	500
		Robert W. Johnson	Actuary	80 - -	200
		William Shouler	Auditor	22 - -	100
Middlesborough-on-Tees.	York, N. R.	Alfred Backhouse	Treasurer	- - -	1,000
		T. Outhwaite	Secretary	20 - -	100
Middleton-in-Teesdale.	Durham	Robert Brown	Treasurer	- - -	500
		John Hyslop	Secretary	25 - -	100
Middlewich	Cheshire	Benjamin L. Vaudrey	Treasurer	- - -	1,000
		David Harding	Actuary & Secretary	10 - -	300
		Clement B. Lea	Auditor	—	—
Midhurst	Sussex	Samuel Parrish	Treasurer	- - -	400
		John Thorp	Actuary	40 - -	100
		Charles Spring	Auditor	6 - -	—
Monkwearmouth	Durham	William Givens	Treasurer	- - -	300
		John Addison	Actuary	150 - -	500
		John Kirkbride	Clerk	80 - -	—
Monmouth	Monmouth	No Return received from this Bank.			
Morpeth	Northumberland	Stephen Wilkinson	Treasurer	- - -	500
		Rev. Thomas Finch	Actuary and Sub-Treasurer.	120 - -	500
		Rev. S. B. Maughan	Hon. Secretary	—	—
		John Brown	Auditor	10 - -	—
Nantwich	Chester	Edward Butterworth	Treasurer	- - -	1,000
		Richard Martin	Secretary	100 - -	250
		E. H. Griffiths	Auditor	30 - -	200
Nether Stowey	Somerset	Rev. Benjamin Pope	Treasurer	- - -	1,000
		James Trevor	Actuary	50 - -	500
		J. W. Williams	Agent	5 - -	200
		W. G. Cussens	Auditor	6 - -	50
Newark-upon-Trent	Nottingham	John Handley	Treasurer	- - -	1,000
		William Horner Caparn	Secretary	140 - -	100
		Thomas John Caparn	Actuary	90 - -	500
		John Sheppard	Auditor	20 - -	—
Newbury	Berks	Charles Samuel Slocock	Treasurer	- - -	500
		George Barnes	Actuary	170 - -	250
		Jonathan Lawrie	Porter & Doorkeeper	5 8 -	—
Newcastle-under-Lyne.	Stafford	C. Cooper	Treasurer	- - -	1,000
		W. M. Houson	Actuary	(a) 80 - -	250
Newcastle-upon-Tyne.	Northumberland	Charles H. Cooke	Treasurer	- - -	1,000
		James Fletcher	Actuary	350 - -	1,000
		Henry Piper	Clerk	170 - -	300
		Ralph Wood	Clerk	120 - -	100
		John K. Davie	Cashier	100 - -	300
		George Sneath	Clerk	80 - -	100
		G. L. Nice	Clerk	40 - -	100
		Robert Plummer	Auditor	50 - -	250
		Charles Smith, junr.	Auditor	50 - -	250
		George Wright	Messenger	61 18 -	10
New Mills	Derby	James Ingham	Treasurer	- - -	400
		Henry Barber	Actuary	- - -	100
Newnham	Gloucester	E. O. Jones	Treasurer	- - -	500
		John Cholditch	Actuary	60 - -	500
		Thos. H. Pike	Auditor	10 10 -	100
Newport	Salop	John Masefield	Treasurer	- - -	200
			Accountant	10 10 -	—
		Charles Silvester	Secretary	100 - -	100
		John Norris	Auditor	—	—

(a) Including horse hire.

2. - ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Newport (Isle of Wight).	Hants	W. Mollett	Treasurer	- - -	600
		William H. Pullen	Secretary, Ryde Branch.	15 - -	100
		J. C. Jackson	Secretary	183 12 6	100
		Samuel C. Warren	Auditor	12 12 -	—
Newport (late Caerleon).	Monmouth	Stephen Vernon	Treasurer	- - -	600
		James Salter	Actuary	95 - -	200
Newport Pagnell	Buckingham	Francis Bassett	Treasurer	- - -	300
		George Cooch and William Bateman Bull.	Joint Secretaries and Actuaries	70 - -	300
Northallerton	York, N. R.	Thomas Johnson	Treasurer	- - -	1,000
		Michael Horner	Secretary	60 - -	500
Northampton	Northampton	Martin Alexander Boeine	Treasurer	- - -	1,000
		Benjamin Vialls	Actuary	(a) 260 - -	1,000
		A. E. Parsons	Cashier	60 - -	500
		Thos. R. Rice	Clerk	80 - -	100
		Thos. E. Grey	Auditor	25 - -	100
Northwich	Cheshire	Joseph Woodcock	Treasurer	- - -	2,000
		William S. Bradburne	Secretary & Cashier	180 - -	2,000
		Johnson Fletcher	Auditor & Check Clerk	75 - -	500
Norwich	Norfolk	Robert J. H. Harvey	Treasurer	- - -	5,000
		The Rev. Edward Cole	Honorary Secretary	—	—
		Wales C. Hotson	Superintendent	300 - -	3,000
		Edward Hare	Chief Clerk and Actuary.	(b) 190 - -	500
		Samuel Osborne	Clerk	145 - -	500
		W. E. English	Clerk	60 - -	250
		J. Vertigen, jun.	Auditor	40 - -	100
Nottingham	Nottingham	I. C. Wright	Treasurer	- - -	3,000
		William Jarman	Actuary	(a) 350 - -	1,000
		John Stevenson	Clerk	180 - -	250
		Jabez Adams	Clerk	150 - -	250
		John Bywater Smith	Clerk	80 - -	100
Odiham	Hants	John Cave	Treasurer	- - -	100
		Joseph Bartholomew	Secretary	—	—
		Edwin Aldridge	Actuary	12 - -	100
		John Charles Vines	Auditor	—	—
Oldham	Lancaster	William Blackburne	Actuary	70 - -	500
		Henry Tipping	Treasurer	- - -	500
Ormskirk	Lancaster	Henry A. Binney	Treasurer	- - -	1,000
		Henry Brighouse	Actuary	150 - -	1,000
		J. Lyon	Auditor	50 - -	—
Oswestry	Salop	T. L. Longueville	Treasurer	- - -	200
		John Fox	Secretary	100 - -	400
		George Mackey	Assistant Secretary	70 - -	200
		Henry Ellis	Auditor	30 - -	50
Otley	York, W. R.	F. Billam	Treasurer	- - -	500
		C. J. Newstead	Secretary	80 - -	500
		Peter S. Hart	Auditor	10 - -	—
Oundle	Northampton	J. W. Smith	Treasurer	- - -	500
		Richard Todd	Actuary	90 - -	300
		Stephen Richards	Agent at Thrapston	20 - -	200
		Thomas Talbot	Auditor	12 10 -	100
Oxford	Oxford	Parsons, Thompson & Co.	Treasurers	- - -	2,000
		George Brunner	Secretary	(c) 200 - -	200
Paddington	Middlesex	Henry M. Kemshead	Treasurer	- - -	1,000
		Fred. J. Fuller	Secretary & Weekly Auditor.	150 - -	500
		John Barrable	Actuary	100 - -	300
		Robert Ford	Clerk	90 - -	50
		G. L. Ransdale	Clerk	55 - -	50
		Albert Weston	Clerk	35 - -	50
		R. J. Frost	Clerk	25 - -	50

(a) And residence. (b) And residence, coals, and candles. (c) And 20 *l.* for gas and firing.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Penkridge	Stafford	J. M. Lister	Treasurer	—	200
		Eli Shaw	Secretary	35 — —	100
Penzance	Cornwall	T. & W. Bolitho	Treasurers	—	1,000
		D. B. Bedford	Secretary	150 — —	400
		P. Grenfell	Assistant	100 — —	300
		J. S. Courtney & F. Tronnson	Auditors	20 — —	—
Peterborough	Northampton	William Rowell	Treasurer	—	500
		Frank G. Buckle	Actuary	140 — —	500
		W. H. Grey & F. G. Prideaux	Auditors	15 — —	50
					50
		W. Pruden	Porter	15 — —	—
Petersfield	Southampton	Henry Haigh	Secretary	—	—
		John Small	Treasurer	—	200
		Gideon Duplock	Actuary	20 — —	100
		Isaac Harris	Auditor	4 4 —	—
Petworth	Sussex	Thomas Chrippes	Treasurer	—	200
		William Knight	Actuary	55 — —	100
		Arthur Daintrey	Clerk	50 — —	200
		J. W. Osborn	Auditor	10 — —	100
Pickering	York, N. R.	Matthew Monkhouse	Treasurer	4 — —	100
		John Simpson	Secretary	60 — —	100
Pirehill Meaford	Stafford	Thomas Salt	Treasurer	—	700
		William Warner	Actuary	84 — —	500
		Jonas Pilling	Auditor	10 — —	—
Plymouth	Devon	Christopher Harris	Treasurer	—	2,000
		John A. Saunders	Actuary	225 — —	1,000
		Robert Bean	Auditor	100 — —	500
		Harry H Tucker	Clerk	50 — —	300
Pontefract	York, W. R.	Leatham & Co.	Treasurers	—	500
		Abraham Hall	Secretary	160 — —	200
		Joseph Walker	Auditors	25 — —	—
		Robert D. Ryder			
Pontypool	Monmouth	Stephen Vernon	Treasurer	—	500
		George Fothergill	Actuary	60 — —	200
		John Carde	Auditor	5 5 —	—
Poole	Dorset	No Return received from this Bank.			
Poplar	Middlesex	Robert Dixon	Secretary	40 — —	400
		John Poulter	Secretary	40 — —	400
		E. Coleman	Secretary	40 — —	400
Portsmouth	Southampton	Grant, Gillman & Long	Treasurers	—	2,000
		Richard W. Bradley	Actuary	200 — — and for house rent 50 — —	1,000
		Thomas Slade	Secretary	100 — —	500
		W. H. Grey & F. G. Prideaux	Auditors	52 10 —	500
					500
Prescot	Lancaster	E. Ward	Treasurer	—	500
		J. J. Brown	Actuary	35 — —	200
		Thomas Webster	Auditors	12 — —	—
		William Swift			
Preston	Lancaster	William Fisher	Treasurer	—	2,000
		John F. Higgins	Actuary	250 — —	500
		William B. Roper	Clerk	120 — —	250
		John A. Ferguson	Clerk	105 — —	150
		John A. Forrest	Clerk	39 — —	100
		H. M. Jonstons	Auditor	25 — —	—
Reading	Berks	William Blandy	Treasurer	—	500
		George Hawkes	Secretary & Actuary	(a) 230 — —	500
		John Egginton	Assistant Secretary	100 — —	200
		George Barnes	Auditor	30 — —	50

(a) And apartments.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Redruth	Cornwall	William Williams	Treasurer	- - -	500
		W. M. Grylls	Actuary	65 - -	100
		Hugh Sims	Cashier	65 - -	100
		Thomas Davey	Clerk	60 - -	100
		P. Medlen	Porter	25 - -	—
		John Michell	Auditor	25 - -	—
Reigate	Surrey	George Baker	Treasurer	- - -	200
		Robert Read	Secretary	65 8 4	20
		George Larmer	Auditor	5 5 -	—
Retford, East	Nottingham	Henry B. W. Milner	Treasurer	(*a*) - -	1,000
		T. W. Denman	Secretary	12 10 -	500
		Mary Anne Thornton	Actuary	100 - -	500
		H. Lambert and T. Ward	Auditors	28 - -	200
Richmond	Surrey	H. W. Pownall	Treasurer	- - -	1,000
		James Mackay	Secretary	200 - -	500
		William A. Fricker	Auditor	15 15 -	100
Richmond	York, N. R.	Roper S. D. R. Roper	Treasurer	- - -	1,000
		John Bell	Actuary	70 - -	700
		H. C. Priestman	Auditor	50 - -	50
Ripon	York, W. R.	Thomas Wood	Treasurer	- - -	1,000
		Thomas Askwith	Secretary	100 - -	200
		John Wood	Assistant ditto	17 - -	100
Romford	Essex	North Surridge	Cashier	20 - -	1,000
		Oswald Adams	Actuary	85 - -	200
		Edward Innes	Assistant Actuary	77 - -	100
Romsey	Southampton	William A. Footner	Treasurer	(*b*) - -	500
		Christopher L. Lordan	Actuary & Secretary	35 - -	300
Ross	Hereford	P. S. Macdougall	Treasurer	- - -	600
		James Smith	Actuary	59 10 -	600
		Herbert M. Price	Cashier	11 18 -	200
		Henry Minett	Auditor	10 - -	200
		William Hill	Porter	10 - -	—
Rotherham	York, W. R.	John Goodall	Treasurer	- - -	200
		John Barras	Secretary	60 - -	200
Rotherhithe	Surrey	Rev. Edward Blick	Treasurer in Rotherhithe.	- - -	200
		B. W. Lubbock	Treasurer in London	- -	500
		William Akam	Clerk	52 - -	100
Rugeley	Stafford	John H. Moxon	Secretary	70 - -	500
Runcorn	Chester	John Simpson	Treasurer	- - -	250
		William F. Salkeld	Actuary	50 - -	250
Rye	Sussex	John Bellingham	Treasurer	- - -	500
		J. C. Vidler	Secretary	105 - -	300
		George Smith	Auditor	15 15 -	—
		James Vennall	Messenger	1 5 -	—
Saffron Walden	Essex	Gibson, Tuke & Gibson	Treasurers	- - -	1,000
		Jeptha Miller	Actuary	100 - -	100
		George Stokes	Auditor	10 - -	—
St. Clement Danes	Middlesex	Richard Twining	Treasurer	- - -	2,000
		Thomas P. Scrivener	Actuary	120 - -	1,000
		Frederick Cocker	Clerk	80 - -	500
		Charles J. Livett	Clerk	45 - -	250
		S. Lovelock	Auditor	15 15 -	100
St. Helens	Lancaster	David Gamble	Treasurer	- - -	500
		Frederick W. Wignell	Actuary	- - -	500
		Joseph Johnson	Manager's Clerk	35 - -	500
		W. M. Campbell, John Hammel	Auditors	4 4 -	—
St. James', Piccadilly	Middlesex	James Walter Weldon	Treasurer	- - -	500
		W. R. B. Lee	Secretary & Actuary	100 - -	500
		Frederick Green	Messenger	5 - -	—

(*a*) £. 16. 6 *s.* for commission.

(*b*) Allowed ¼ per cent. on investments.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
St. Martin's Place	Middlesex	Messrs. Drummonds	Treasurers	- - -	5,000
		Edward Boodle	Comptroller and Secretary.	(a)1,080 - -	2,000
		Henry Lewin	Auditor	(a) 438 15 -	500
		Robert Hy. Mitford	Auditor	(a) 438 15 -	500
		Thomas N. Scallon	Chief Cashier and Accountant.	490 - -	2,000
		Alfred W. Boodle	Cashier	337 10 -	750
		John Biggs	Cashier	287 10 -	750
		Benjamin E. Bult	Cashier	287 10 -	750
		William S. Yarrow	Clerk	250 - -	250
		John L. Dening	Clerk	225 - -	250
		Arthur Oliver	Clerk	215 - -	250
		James Gilbert	Clerk	202 10 -	250
		William Ham	Clerk	190 - -	250
		W. E. Carrington	Clerk	150 - -	250
		Benjamin D. Holl	Clerk	150 - -	250
		Thomas J. Pearson	Clerk	140 - -	250
		James Gill	Supernumerary Clerk	125 - -	250
		Thomas Hudson	Messenger	118 15 -	50
		Joseph H. Shepherd	Messenger	87 10 -	50
		John W. Martin	Constable	75 - -	50
			(b)	5,288 15 -	
		Mr. Scallon, Allowance for Servant.		30 - -	—
			Supernumerary Clerks' assistance in balancing, &c.	191 18 -	—
				5,510 13 -	
St. Marylebone	Middlesex	Sir Claude E. Scott, Bart.	Treasurer	- - -	5,000
		Douglas Finney	Secretary and Actuary (c).	640 - -	2,000
		John Commin	Clerk	211 - -	250
		Robert W. Sheath	Clerk	179 - -	200
		Edwin Slark	Clerk	121 - -	100
		Henry Harris	Clerk	27 - -	—
		Boys	Clerks	112 17 - (d)	—
Salisbury	Wilts	John Pinckney	Treasurer	- - -	1,500
		Richard M. Wilson	Secretary	160 - -	550
			Agent at Downton	(e) 40 - -	
		John Waters	Assistant Secretary	(e) 100 - -	450
		R. Blake	Auditor	26 5 -	100
		P. W. Ottaway	Auditor	26 5 -	100
Sandbach	Chester	John Oakes	Treasurer	- - -	1,000
		John Latham	Actuary	95 - -	500
		Robert C. Imrie	Auditor	10 - -	—
Saxmundham	Suffolk	Messrs. Gurney & Co.	Treasurers	- - -	500
		Henry Southwell	Secretary	—	—
		Robert Flick	Actuary	13 5 -	500
		John Sherwood	Auditor	1 1 -	—
Scarborough	York, N. R.	John Woodall	Treasurer	- - -	500
		John Stephenson	Secretary	80 - -	300
Seaham Harbour	Durham	John A. Woods	Treasurer	- - -	200
		H. W. Wight	Actuary	10 - -	—
		George Hodge	Auditor	1 1 -	—
Settle	York, W. R.	John Tatham	Treasurer	- - -	500
		John Tatham	Actuary	140 - -	500
		C. Benson	Auditor	20 - -	—

(a) In these amounts is included 10 per cent. deducted for Officers' Superannuation Fund.

(b) In the above amounts of salaries are included special grants to all the officers, of a quarter's salary, on the attainment, on the 16th day of April 1866, of the jubilee year, the 50th anniversary of the establishment of this Savings Bank on the 15th of April 1816.

(c) The Secretary and Actuary has been called upon to occupy that part of the house not used for the business of the Bank.

(d) Extra Clerks, including Auditor, gratuities to Bankers' Clerks, Servants, &c., 72 *l.* 16 *s.* 7 *d.*

(e) Includes expenses at Downton.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Sevenoaks	Kent	John Palmer	Treasurer	- - -	1,000
		H. H. Sutton	Actuary	60 – –	600
		F. W. Stamford	Clerk	10 – –	100
		William Astell	Agent's Clerk	3 3 –	—
		Thomas Morgan	Porter	8 – –	—
		Grey & Prideaux	Auditors	12 – –	200
Shaftesbury	Dorset	George Phillips	Treasurer	- - -	1,000
		Robert Swyer	Actuary	(a) 120 – –	1,000
		Charles E. Buckland	Auditor	15 – –	—
Sheffield	York, W. R.	Samuel Bailey	Treasurer	- - -	1,000
		Frank Wever	Actuary	475 – –	1,000
		John Watson	Public Accountant	40 – –	100
		William Cotterill	Assistant Cashier	180 – –	500
		Edwin Fretwell	Clerk	23 1 6	200
		Foljambe Foster	Clerk	5 – –	200
		Joseph John Walker	Clerk	29 18 –	200
		Alfred T. Eastwood	Clerk	59 – –	200
		William H. Heard	Clerk	38 – –	200
		Albert Atkin	Clerk	33 16 –	200
		Daniel Blinston	Porter	70 – –	100
		Supernumerary Assistants during the year.		37 10 9	—
Shenstone	Stafford	John Mellor	Treasurer	- - -	200
		Thomas Tonks	Secretary	18 – –	30
Sherborne	Dorset	Thomas G. Goldsmith	Treasurer	- - -	1,000
		William Miller	Actuary	105 – –	200
		Samuel Jelfs	Auditor	8 8 –	50
Shipston-on-Stour	Worcester	Rev. G. D. Wheeler	Treasurer	- - -	200
		Wm. Johnson	Actuary	(b) 40 – –	200
		William Winnal	Auditor	15 15 –	—
Shrewsbury	Salop	Rocke, Eyton & Company	Treasurers	- - -	2,000
		Rev. Hugh O. Wilson	Treasurer to Church Stretton Branch.	- - -	300
		F. Sandford	Superintendent	200 – –	1,000
		William Blount	Actuary	220 – –	200
		James Heighway	Actuary to Church Stretton Branch.	25 – –	50
Sleaford	Lincoln	Henry Ingoldby	Treasurer	- - -	300
		John C. Brown	Actuary	115 – –	500
		Joseph Snow	Auditor	45 – –	100
Southampton	Southampton	H. S. R. Pearce	Treasurer	- - -	500
		C. W. A. Jellicoe	Actuary	(c) 135 – –	200
		Thomas S. Moody	Secretary	100 – –	150
		Martin Spearing	Porter	20 – –	20
		W. H. Grey	Auditors	25 – –	100
		F. G. Prideaux			100
Southport	Lancaster	Rev. Charles Hesketh	Treasurer	- - -	200
		John A. Robinson	Actuary	35 14 10	100
		W. B. Leeming	Auditor	2 10 –	—
South Shields	Durham	R. Blagdon Dawson	Actuary	80 – –	400
		G. A. Tate	Secretary	60 – –	200
		Thomas Scott	Treasurer	—	—
		William J. Dawson	Assistant Cashier	10 – –	400
Southwark	Surrey	Thomas B. Simpson	Treasurer	- - -	2,000
		Henry C. Sims	Secretary	365 16 8	500
		Henry J. Haddock	Cashier	183 – –	1,000
		Henry C. Hill	Clerk	111 16 8	200
		William Turner	Clerk	192 – –	200
		Frederic Winder	Messenger	(d) 71 5 –	100
		Edward Andrew Winder	Clerk	86 18 3	200
		R. Wilson and H. Hoole	Auditors	50 – –	200
		E. W. Sims	Temporary Clerk	11 11 –	—
Southwell	Nottingham	John Kirkland	Secretary	39 5 1	500
		Christopher Marriott	Auditors	10 – –	—
		John Howard Bradwell			

(a) With use of Savings Bank house. (b) House and fuel. (c) And house.
(d) With apartments at the Bank, fuel, lights, and livery.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Spalding	Lincoln	William Garfit	Treasurer	- - -	500
		Benjamin Cooper	Actuary	80 - -	500
		T. B. Scarborough, G. Ingoldby	Auditors	25 - -	—
Stafford	Stafford	Messrs. Stevenson, & Co.	Treasurers	- - -	1,000
		Richard Tildesley	Secretary	(a) 80 - -	150
Staines	Middlesex	Skidmore Ashby	Treasurer	(b) - -	500
		James H. Mitchiner	Actuary & Secretary	100 - -	200
Stalybridge	Lancaster	John Leech	Treasurer	- - -	500
		Thomas Taylor	Actuary	100 - -	1,000
		C. H. Nield	Clerk	25 - -	300
		Broom & Co.	Auditors	12 12 -	—
Stamford	Lincoln	Edward Cayley	Treasurer	(c) - -	600
		Goodliff Jeffs	Secretary	(d) 150 - -	100
		William Cawton	Porter	12 10 -	—
		James G. Desborough, Cephas Wigmore	Auditors	25 - -	100
Stanhope	Durham	John H. Blackhouse	Treasurer	- - -	500
		Thomas Urwin	Actuary	26 1 -	100
Stepney	Middlesex	Nathaniel J. Powell	Treasurer	- - -	1,000
		George Stancliff	Secretary	(e) 120 - -	500
		W. Jno. Clarke	Actuary	100 - -	500
		W. F. Cook	Clerk	30 - -	200
Stockport	Chester	Alexander H. Shaw	Treasurer	- - -	1,000
		Walter Vaughan	Actuary	400 - -	1,000
Stockton-upon-Tees	Durham	Jasper Barugh	Treasurer	- - -	600
		Thomas P. Dickinson, jun.	Secretary	120 - -	200
Stoke Newington	Middlesex	Henry Waite	Treasurer	- - -	500
		Archer Simons	Actuary	50 - -	200
Stokesley	York, N. R.	James C. Sowerby	Treasurer	- - -	1,000
		Richard Watson	Secretary	50 - -	1,000
		Richard R. Burgess	Auditor	6 - -	—
Stoke-upon-Trent	Stafford	George Webber	Treasurer	- - -	250
		Joseph Stringer	Secretary	15 - -	250
Stourport	Worcester	Robert Stewart	Treasurer	- - -	400
		Andrew Glover, jun.	Actuary	40 - -	400
Stow-on-the-Wold	Gloucester	George Pain	Actuary	105 - -	50
		Edward J. Richards	Clerk	25 -	—
Stratford-on-Avon	Warwick	Charles J. Cobbins	Treasurer	- - -	1,000
		John S. Leaver	Actuary	90 - -	500
		J. S. Tompkins	Check Clerk	10 - -	100
		T. G. Garwood	Auditor	12 - -	50
Sudbury	Suffolk	William R. Bevan	Treasurer	- - -	500
		Henry S. Pratt	Actuary	80 - -	500

(*a*) And residence.
(*b*) No salary, but an average balance of from 500 *l.* to 600 *l.* allowed in his hands.
(*c*) No emolument other than what may arise from floating balance allowed to remain in his hands.
(*d*) With residence at the Bank house, rent free, with an allowance for coals and gas.
(*e*) And house.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances. £. s. d.	Amount of Security. £.
ENGLAND—*continued.*					
Sutton Coldfield	Warwick	James Lloyd, Samson Samuel Lloyd, Thomas Lloyd, and G. B. Lloyd, Birmingham.	Treasurers	- - -	500
		Edmund Perkins	Secretary	60 – –	500
Swaffham	Norfolk	R. J. H. Harvey	Treasurer	- - -	300
		E. W. Balders	Secretary	45 – –	200
		Rev. B. Houchan	Superintendent	30 – –	100
		James Allan	Auditor	4 4 –	—
Swindon	Wilts	John Mervin Prower	Treasurer	- - -	500
		Digby Octavius Cotes	Secretary	75 – –	250
Tamworth	Stafford	National Provincial Bank of England.	Treasurers	- - -	600
		John Hill	Secretary	(*a*) 65 – –	200
Taunton	Somerset	Henry Badcock	Treasurer	- - -	500
		Robert Arthur Kinglake	Treasurer	- - -	500
		William Hutchings Chorley	Actuary	(*b*) 350 – –	500
		Thomas Fearncombe	Sub-Actuary	235 – –	300
		Henry Turle, jun.	Clerk	75 – –	200
Tavistock	Devon	John H. Gill	Treasurer	- - -	1,000
		Edwin Straker	Actuary	90 – –	400
		John Vosper	Auditor	10 – –	—
		Thomas W. Greenfield	Auditor	10 – –	—
Tenbury	Worcester	John Cranstoun	Treasurer	(*c*) - -	500
		Francis Wheatley Preston	Actuary	(*d*) - -	100
		R. Robinson	Auditor	(*e*) - -	—
Tetbury	Gloucester	Henry G. Wood	Treasurer	- - -	500
		Francis Brown	Actuary	100 – –	200
		W. H. Grey F. G. Prideaux	Auditors	15 – –	50 50
Tewkesbury	Gloucester	Thomas Appelbee	Treasurer	- - -	500
		Henry Brydges	Secretary	70 – –	100
Thame	Oxford	Z. D. Hunt	Treasurer	- - -	500
		William W. Scadding	Actuary	37 13 8	200
		W. Parker	Auditor	10 – –	—
Thirsk	York, N. R.	Alfred Backhouse	Treasurer	- - -	1,000
		Richard Barley	Actuary	100 – –	200
Thornbury	Gloucester	E. Harwood	Treasurer	- - -	500
		Richard Scarlett	Actuary	70 – –	250
		Susan Trayhurn	Housekeeper	13 – –	—
		Joseph Y. Sturge	Auditor	10 – –	—
Trentham	Stafford	The Duke of Sutherland	Treasurer	- - -	100
		George Fleming	Vice-Treasurer	- - -	300
		William Henney	Auditor	20 – –	200
		William Day Kirkby	Actuary	30 – –	200
Trowbridge	Wilts	No return received from this Bank.			
Truro	Cornwall	Robert Tweedy	Treasurer	- - -	1,000
		William D. W. Clinton	Actuary	(*a*) 130 – –	500
		Stephen Holloway	Assistant Actuary	100 – –	300
		Charles S. Edsall	Auditor	25 – –	—
		Thomas Chirgwin	Auditor	25 – –	—

(*a*) And house.
(*b*) And residence valued at 30*l.* per annum.
(*c*) A commission of $\frac{1}{8}$ per cent.
(*d*) At the rate of 6*l.* for every 100 depositors.
(*e*) At the rate of 12*s.* 6*d.* for every 100 depositors.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Tunbridge	Kent	Sydney Alleyne	Treasurer	- - -	500
		George Stidolph	Actuary	30 - -	200
Tunbridge Wells	Kent	William Nash	Treasurer	- - -	300
		Robert Nash	Actuary	150 - -	200
		W. H. Delves	Auditor	—	—
Tunstall	Stafford	J. C. Pearson	Treasurer	- - -	300
		William Leigh	Secretary	15 - -	100
Tynemouth	Northumberland	Robert Milburn	Treasurer	- - -	300
		Samuel James Tibbs	Secretary & Actuary	130 - -	100
		Edward Milburn	Auditor	15 15 -	—
Uckfield	Sussex	George Molineux	Treasurer	- - -	300
		Henry Jones	Secretary	47 10 -	250
Ulverstone	Lancaster	Lancashire Banking Company	Treasurers	- - -	1,000
		James Kellett Hodgson	Secretary	(a) 172 12 -	1,000
		John Gorell Bigg	Assistant Secretary	100 - -	200
		Thos. Dickinson & Co.	Auditors	20 - -	—
Upper Charlotte-Street.	Middlesex	George R. Marten	Treasurer	- - -	2,000
		John M. Murton	Secretary & Actuary	300 - -	2,000
		Edwin Scholfield	Sub-Actuary	150 - -	1,000
		Edward R. Cowdrey	Clerk	55 - -	100
Upton-upon-Severn	Worcester	Sir E. A. H. Lechmere	Treasurer	- - -	500
		J. W. Walker	Secretary	45 - -	50
		T. T. Gough	Actuary	10 10 -	50
Uttoxeter	Stafford	John Hare	Treasurer	—	—
		Charles Wood	Actuary	50 - -	500
		Thomas Spooner	Auditor	5 5 -	—
Uxbridge	Middlesex	Samuel Hull	Treasurer	- - -	1,000
		Richard Mercer	Secretary	140 - -	1,000
		Charles Webster	Auditor	40 - -	200
		S. H. Collins	Treasurer's Clerk	5 - -	—
Wadebridge	Cornwall	Edmund Hambly	Treasurer	- - -	1,000
		John Brewer	Actuary	30 - -	200
Wakefield	York, W. R.	Edward Tew and Edward A. Leatham.	Treasurers	- - -	1,000
		Thomas Bolton	Secretary	60 - -	200
		John Hesling	Actuary	150 - -	200
		Henry Robinson	Auditor	25 - -	—
Wallingford	Berks	Edward Wells	Treasurer	- - -	100
		John Carthew	Actuary	60 - -	120
		Joseph Wilson	Porter	5 - -	—
		Thos. A. Champion	Auditor	—	—
Walsham, North	Norfolk	Sir E. H. K. Lacon, Bart.	Treasurer	- - -	400
		George Smith	Actuary	(b) 60 - -	100
Wantage	Berks	London and County Banking Company.	Treasurers	- - -	400
		Edward Ormond	Actuary	69 13 6	400
		Llewellyn Jotcham	Auditor	5 - -	—
		Joseph Warner	Porter	3 3 -	—
Wareham	Dorset	Herbert Williams	Treasurer	- - -	500
		Freeland Filliter	Actuary	80 - -	400
		John Cust	Auditor	12 - -	100
Warminster	Wilts	William Temple	Treasurer	- - -	1,000
		George Bush	Actuary	150 - -	400
		F. W. Bayly	Auditor	20 - -	—

(a) Includes 12 *l.* 12 *s.* for rent.

(b) And a gratuity of 10 *l.*

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Warrington	Lancaster	Thomas Parr	Treasurer	— — —	1,000
		Joseph Davies	Actuary	(a) 175 — —	2,000
		Isaac Percival	Manager's Clerk	120 — —	500
		Jabez Boardman	Ledger Clerk	70 — —	100
		Charles Lomax	Counter Clerk	40 — —	100
Warwick	Warwick	Lloyds Banking Company	Treasurers	— — —	2,000
		William Barker Sanderson	Actuary	(b) 180 — —	200
		George Harris	Assistant Clerk	65 — —	50
Watton	Norfolk	R. J. H. Harvey	Treasurer	— — —	1,000
		A. Chaston	Secretary	35 — —	100
Wellington	Salop	William Wyley	Treasurer	— — —	1,000
		George Marcy	Secretary	(c) 95 — —	1,000
		H. Parker	Auditor	20 — —	—
Wells	Somerset	Joseph Giles	Treasurer	— — —	500
		Henry William Ball	Secretary or Actuary	(d) 120 — —	500
Wenlock	Salop	John Pritchard, M.P.	Treasurer	— — —	1,000
		Henry M. Bathurst	Actuary	150 — —	500
		Henry Boycott	Auditor	20 — —	100
Wentworth	York, W. R.	Henry Russell Votter	Actuary	30 — —	500
West Malling	Kent	John N. Dudlow	Treasurer	— — —	200
		John Viner	Actuary	50 — —	100
Westminster (Tufton Street).	Middlesex	William Freeman	Treasurer	— — —	5,000
		Henry Poole	Actuary	120 — —	300
		A. T. Howell	Cashier	75 — —	500
		Henry E. Poole	Clerk	40 — —	100
Weymouth and Melcombe Regis.	Dorset	William Eliot	Treasurer	— — —	1,000
		James Milledge	Secretary	130 — —	200
		Edward W. Cross	Auditor	20 — —	—
Whitby	York, N. R.	John Chapman	Treasurer	— — —	1,000
		John Buchanan and George Buchanan.	Joint Secretaries	(e) 100 — —	500 each.
		Edward Kirby	Auditor	5 — —	100
		Francis Thornton	Clerk	20 — —	100
Whitchurch	Salop	Henry Morris	Treasurer	— — —	1,000
		Samuel H. Parker	Actuary	90 — —	500
		George Wycherley	Assistant Actuary	40 — —	200
		Jane Price	Doorkeeper	3 — —	—
		Charles Fowlkes	Auditor	20 — —	100
Whitechapel	Middlesex	Wm. Sander Higley	Treasurer	— — —	1,000
		Thomas Windle	Treasurer	— — —	1,000
		D. Craven	Cashier	130 — —	500
		Richard Windle	Secretary	145 15 —	500
		George Ilsley	Actuary	150 — —	500
		Walter W. Wallis	Clerk	150 — —	200
		Jane Windle	Housekeeper	10 10 —	—
		Richard Tilley	Messenger	20 16 —	—
		Richard Grace and John Wood.	Auditors	21 — —	—
Whitehaven	Cumberland	William Miller	Treasurer	— — —	500
		John F. Lowes	Secretary	100 — —	500
		James White	Assistant Secretary	50 — —	100
		Joseph Nicholson	Auditor	10 — —	25
		James Robertson	Auditor	10 — —	25
Wigan	Lancaster	Henry Woodcock	Treasurer	— — —	500
		T. Eckersley	Manager & Cashier	120 — —	1,000
		William Strickland	Actuary	100 — —	300
		William Aycroft Byron	Clerk	50 — —	200

(a) With house, coals, gas, and water.
(b) With Bank house to reside in, and 10 *l.* per annum for coals and gas for office use.
(c) And 15 *l.* per annum for use of room for Bank purposes.
(d) And residence in the Bank house.
(e) And use of part of Bank premises.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—*continued.*				£. s. d.	£.
Wimborne	Dorset	National and Provincial Bank	Treasurers	- - -	(a) 400
		William Low	Actuary	80 - -	200
Winchcomb	Gloucester	No return received from this Bank.			
Winchester	Southampton	William W. Bulpett	Treasurer	- - -	1,000
		W. H. Godden	Actuary	120 - -	500
		James Collis	Assistant Actuary	(b) 30 - -	200
		E. W. Faithful	Auditor	20 - -	—
Windsor	Berks	The Viscount Kirkaldy	Treasurer	- - -	2,000
		Thomas A. Moore	Hon. Secretary	—	—
		William Wright	Actuary	160 - -	200
		William Siddall	Auditor	15 15 -	—
Winsford	Chester	This Bank is closing.			
Wirksworth	Derby	Alfred Arkwright	Treasurer	- - -	500
		M. Peal	Actuary	140 - -	500
Wisbech	Cambridge	William Peckover	Treasurer	- - -	600
		Joseph Adams	Secretary	(c)110 - -	300
		Anne Todd	Room-keeper	4 15 -	—
		Rebecca Emery	Room-keeper	2 12 -	—
		Frederick Mills	Auditor	10 10 -	—
Witham	Essex	John Bawtree, jun.	Treasurer	- - -	1,000
		Rev. John Bramston	Secretary	—	—
		F. Speakman	Actuary	105 - -	400
		Benjamin Hart	Late Actuary, gratuity	40 - -	—
		W. S. Knight	Treasurer's Clerk	5 5 -	—
		Alfred Mens	Auditor	15 - -	40
Wokingham	Berks	John Heelas, senr.	Treasurer	- - -	100
		John L. Roberts	Secretary	60 - -	70
Wolverhampton	Stafford	William F. Fryor	Treasurer	- - -	1,000
		Thomas S. Simkiss	Actuary	100 - -	300
		Nicholas Paillet	Clerk	40 - -	100
		T. M. Simkiss	Clerk	30 - -	100
Woodbridge	Suffolk	George Moor	Treasurer	- - -	1,000
		Benjamin D. Gall	Cashier	80 - -	300
		John Loder	Cashier	80 - -	300
Woodstock	Oxford	Jonathan Gillett	Treasurer	- - -	2,000
		George Pain	Actuary	25 - -	200
Woolwich	Kent	Rev. Henry Brown Thomas Morgan	Joint Treasurers	- - -	500
		Henry Rudd	Actuary	120 - -	300
		John Sargent	Assistant Actuary	54 12 -	200
Worcester	Worcester	John W. Isaac	Treasurer	- - -	2,000
		Thomas Weston	Actuary	500 - -	1,000
		Thomas H. Weston	Clerk		200
		William Bird	Clerk		200
Workington	Cumberland	William B. Gordon	Treasurer	- - -	500
		Thomas Iredale	Secretary	60 - -	100
Worksop	Nottingham	Henry B. W. Milner	Treasurer	- - -	500
		William White	Actuary	107 14 -	200
		Abraham Watson	Auditor	25 - -	100
Worthing	Sussex	Edwin and George Henty	Treasurers	(d) - -	500
		William Harris	Clerk	75 15 -	200
		W. F. Fuller	Auditor	10 10 -	—

(a) Consols, in the names of the trustees.
(b) And residence in the Bank house.
(c) And residence.
(d) 6 *l.* 18 *s.* 9 *d.* commission.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—*continued.*					
Wotton-under-Edge	Gloucester	William M. Adey	Treasurer	- - -	1,000
		William G. Foxwell	Actuary	50 - -	200
		Osborne Dauncey	Auditor	5 - -	—
Wrington	Somerset	John James	Treasurer	- - -	500
		John Palmer	Actuary	30 - -	—
Yarmouth	Norfolk	Thomas Brightwen	Treasurer	- - -	1,000
		Robert D. Barber	Actuary	(*a*)358 17 -	400
Yeovil	Somerset	John R. Mayo	Treasurer	- - -	1,000
		H. M. Custard	Actuary	187 - -	200
			Auditor	10 - -	—
York	York, E. R.	John Swann	Treasurer	- - -	1,000
		William Routledge	Secretary	270 - -	500
		William Camidge	Actuary	150 - -	300
		William C. Cooper	Clerk	80 - -	100
		John Daniel	Porter	(*b*) 25 - -	—
Yoxall and Barton	Stafford	William Worthington	Treasurer	- - -	1,000
		J. L. Knight	Secretary	37 - -	300
		William Coxon	Auditor	3 3 -	—
WALES:					
Aberystwith	Cardigan	Joseph Downie	Treasurer	- - -	500
		Edward L. Cole	Secretary	60 - -	300
		David Jones	Auditor	20 - -	—
Asaph, St.	Flint	Rev. William Hicks Owen	Treasurer	- - -	1,000
		Miles Ralph Partington	Actuary	(*c*) 70 - -	200
		John Jones	Auditor	9 2 -	—
Beaumaris	Anglesea	Sir R. B. W. Bulkeley, Bart.	Treasurer	- - -	500
		John W. Jones	Secretary	25 - -	300
		T. F. Evans	Actuary	39 10 -	300
		Thomas Ashurst	Actuary	28 2 -	300
		W. B. Jones	Actuary	28 - -	300
		W. Edwards	Actuary	27 1 -	300
		John Hughes	Auditor	50 - -	300
		H. G. Hughes	Local Treasurer	- - -	100
		Robert W. Jones	Local Treasurer	- - -	100
Brecon	Brecon	John Evans	Treasurer	- - -	200
		John Evans	Actuary	(*d*) 40 - -	200
		John Williams	Auditor	25 - -	—
		Thomas Price	Agents	10 - -	200
		Rev. William L. Bevan	Agents	10 - -	200
Bridgend	Glamorgan	John Cole Nicholl	Treasurer	- - -	1,000
		William Lewellin	Actuary	(*e*) 60 - -	200
		David Jenkins	Auditor	(*f*) - -	—
Caerphilly	Glamorgan	Clement Lucas	Treasurer	- - -	500
		George Evans	Actuary	—	—
Cardiff	Glamorgan	National Provincial Bank of England	Treasurers	- - -	500
		James E. Williams	Actuary	(*g*) 150 - -	500
		Richard Evans	Auditor	7 2 -	—
Denbigh	Denbigh	Thomas Hughes	Treasurer	- - -	1,000
		Eyton Williams	Actuary	20 - -	300
		Miles R. Partington	Auditor	5 - -	—

(*a*) Including Assistants.
(*b*) Residence, coals, and gas.
(*c*) And 10 *l.* gratuity.
(*d*) And residence. The Treasurer and Actuary are two separate and distinct persons.
(*e*) And a gratuity, not exceeding 20 *l.*
(*f*) A gratuity of 11 *l.* 10 *s.*
(*g*) And 40 *l.* towards payment of Clerk and Auditor.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
WALES—*continued.*				£. s. d.	£.
Haverfordwest	Pembroke	William Walters	Treasurer	- - -	500
		Richard James	Actuary	100 - -	100
		John Phillips	Check Clerk	26 - -	50
Holywell	Flint	The Earl of Denbigh	Treasurer	- - -	500
		James Williams	Actuary	105 - -	600
		John Jones	Auditor	14 9 -	—
Knighton	Radnor	William W. Archibald	Treasurer	- - -	400
		William Collins	Actuary	25 - -	100
Llandilo	Carmarthen	John Jones	Treasurer	- - -	200
		Thomas Parry	Actuary	60 - -	100
		John Prytherch	Cashier	10 - -	100
		Thomas Evans	Clerk	20 - -	20
Llanelly	Carmarthen	W. H. Nevill	Treasurer	- - -	500
		Hopkin Bevan	Actuary	25 - -	150
Maelor Hundred	Flint	T. H. Jones	Treasurer	- - -	500
		Edwin Wyatt	Actuary	40 - -	700
Mold	Flint	William Jones	Treasurer	- - -	200
		C. H. Leslie	Secretary	80 - -	100
Narberth	Pembroke	William Walters	Treasurer	(*a*) - -	500
		Thomas Lewis	Actuary	- - -	500
Newcastle Emlyn	Carmarthen	Sir Thos. D. Lloyd, Bart.	Treasurer	- - -	200
		John R. Davies	Actuary	41 11 7	50
Pembroke	Pembroke	William Hulm	Treasurer	- - -	500
		Morgan Davies	Cashier	7 15 -	100
		John Owen	Actuary	95 - -	100
		S. W. Hustler	Auditor	12 12 -	—
Pwllheli	Carnarvon	Hugh Hunter Hughes	Treasurer	- - -	200
		Robert Owen Jones	Secretary	50 - -	100
		Evan Evans and Griffith Jones	Auditors	—	—
Ruthin	Denbigh	John Jones	Actuary	50 - -	500
		Walter Wynne	Cashier	10 - -	500
Swansea	Glamorgan	Thomas Edward Thomas	Treasurer	- - -	1,000
		Iltid Thomas	Treasurer	- - -	1,000
		Joseph W. Jones	Actuary	(*b*) 200 - -	300
		Francis D. Michael	Clerk	60 - -	100
		E. J. Morris	Auditor	25 - -	100
		James Williams	Doorkeeper	10 - -	—
Tenby	Pembroke	Nicholas J. Dunn	Treasurer	- - -	300
		Russell Matthias	Actuary	20 - -	100
Welchpool	Montgomery	Thomas Bowen	Treasurer	- - -	500
		Wm. Y. Clarke	Secretary	125 - -	500
		John Parkinson	Auditor	15 - -	—
		William Roberts	Doorkeeper	5 - -	—
Wrexham	Denbigh	John James	Treasurer	- - -	500
		John Bury	Actuary	105 - -	1,000
		William Jones	Auditor	17 10 -	—

(*a*) 5 *s.* per cent. on deposits and withdrawals.

(*b*) And a residence.

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
SCOTLAND:					
Aberdeen	Aberdeen	David Wyllie	Treasurer	—	1,000
		Alexander Ross	Actuary and Cashier	250 — —	1,000
		Thomas Riddell	Bookkeeper	200 — —	400
		C. Morris	Clerk	100 — —	200
		C. Durry	Messenger	26 — —	—
		Alexander Brand	Auditor	40 — —	—
Alexandria	Dumbarton	Lewis Guthrie	Treasurer	—	300
		John Gibson	Actuary	16 — —	250
Andrew's, St.	Fife	Alexander Kyd Lindesay	Treasurer	—	250
		David Smith	Actuary	25 — —	250
Banff	Banff	Robert Duncan	Treasurer	—	—
		James Smith	Actuary	41 15 5	300
Brechin	Forfar	David Craig	Treasurer	—	150
		David Prain	Actuary & Secretary	30 — —	150
		John Black	Auditor	3 3 —	—
		John Mather	Porter	1 — —	—
Carluke	Lanark	James Martin	Treasurer	—	400
		William Forrest	Actuary	44 — —	100
		George Ferguson	Auditor	— 10 6	—
Castle Douglas	Kirkcudbright	Samuel Cowan	Treasurer	—	100
		Robert G. Thomson	Actuary	37 19 4	200
		Adam Bell	Receiver of deposits at Kirkcudbright.	2 10 —	—
		John Boyes	Receiver of deposits at Auchincairn.	1 5 —	—
		Andrew Clingan	Receiver of deposits at Kirkpatrick.	1 5 —	—
		Robert S. Forsyth	Auditor	2 2 —	—
		William Lattimer	Clerk	1 1 —	—
Coldstream	Berwick	William Douglas	Treasurer	—	100
		James Porteous	Secretary & Actuary	12 3 10	50
		William Hann	Porter	1 1 —	—
Cupar	Fife	William Pagan	Treasurer	—	500
		William Horsbrugh	Actuary	98 3 7	500
		W. E. Seath	Accountant	25 — —	—
		A. M. Williamson	Clerk	5 — —	—
		John Morton	Auditor	5 5 —	—
Dalkeith	Edinburgh	J. B. Dyer	Actuary	70 — —	200
		H. J. Jones	Clerk	20 — —	50
		J. A. Brodie	Auditor	10 — —	—
Dundee	Forfar	William Thoms	Treasurer	—	200
		John Sturrock, jun.	Actuary	250 — —	1,000
		John Miln	Cashier	150 — —	400
			Two Clerks	85 — —	—
			Auditor	15 10 —	—
Dunfermline	Fife	Thomas Alexander	Treasurer	—	500
		John Beveridge	Actuary and Cashier	60 — —	500
		David Birrell	Clerk	40 — —	200
		Duncan Campbell	Clerk	25 — —	100
		T. Blair	Auditor	10 — —	—
		John Arnott	Porter	2 — —	—

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
SCOTLAND—*continued.*				£. s. d.	£.
Edinburgh	Edinburgh	Bank of Scotland	Treasurer	— — —	1,000
		Christopher Meikle	Actuary	535 — —	3,000
		Hamilton Hay	Cashier	452 10 —	1,500
		William Black	Assistant Cashier	248 10 —	750
		Robert W. Armour	Accountant	236 5 —	200
		Archibald M'Nab	Clerk	112 10 —	200
		Alexander Kirk	Clerk	90 — —	200
		James Milne	Clerk	70 10 —	200
		A. F. Greig	Clerk	17 10 —	200
		Alexander Cargill	Clerk	17 10 —	200
		David E. Young	Clerk	17 10 —	200
		Archibald Gibson	Auditor	105 — —	200
		Alexander Duncan	Porter	45 — —	50
Elgin	Elgin	Robert and William Brander	Treasurers	— — —	1,000
		Peter Merson	Actuaries	(a) 60 7 1	500
		William Skinner			500
		J. D. Murdock			500
		D. Forsyth	Auditors	5 5 —	100
		Alexander Morrison		5 5 —	100
		4 Actuaries of the Branch Banks		—	—
		Wm. Ingram	Porter	3 — —	—
Ellon	Aberdeen	John Davidson	Actuary & Secretary	20 — —	250
Falkirk	Stirling	Alexander Nimmo	Treasurer	— — —	300
		Thomas Gentles	Actuary	67 — —	300
		James Hish	Assistant Actuary	15 — —	100
Fettercairn	Kincardine	James Dakers	Treasurer	— — —	100
		A. C. Cameron	Actuary	8 1 10	100
		John Macdonald	Auditor	—	—
Fordoun	Kincardine	John Garland	Treasurer	— — —	100
		Robert Crabb	Actuary	15 13 3	100
		A. B. Annandale	Accountant	3 3 —	20
Forfar	Forfar	George Lyon	Treasurer	— — —	200
		William Lowson	Actuary and Cashier	21 — —	200
		Alexander Scott, junior	Clerk	1 1 —	50
		J. Yeaman	Clerk	1 1 —	50
		George Lowson, junior	Clerk	1 1 —	50
		D. Clark	Auditor	5 5 —	25
Forres	Moray	Thomas Davidson	Treasurer	— — —	500
		William Sclanders	Actuary	30 — —	250
		James Hamilton	Auditor	2 — —	—
		Robert Kynoch	Auditor	2 — —	—
Galashiels	Roxburgh	Robert Stewart	Treasurer	—	—
		John Brown	Actuary	44 8 9	200
Gamrie	Banff	Rev. James Cruden	Treasurer	— — —	200
		David Chalmers	Actuary	10 — 7	50
		A. Duncan	Auditor	1 1 —	—
Glasgow	Lanark	William Meikle	Actuary and Cashier	750 — —	2,000
		George S. Miller	Accountant	414 — —	750
		James Drummond	Auditor	100 — —	500
		George H. Mackay	Teller	265 12 —	800
		William M'Kim	Teller	263 15 —	800
		John M'Creath	Clerk	130 — —	300
		Alexander Craven	Clerk	120 — —	200
		Robert H. Henry	Clerk	120 — —	200
		John Campbell	Clerk	124 10 —	200
		Hugh F. Smyth	Clerk	70 5 —	200
		Thomas Wilson	Clerk	65 — —	200
		John Urquhart	Clerk	65 — —	200
		William Miller	Clerk	61 10 —	200
		James N. Barclay	Clerk	61 — —	200
		Robert B. Miller	Clerk	40 — —	200
		Robert Boyd	Clerk	45 — —	200
		Thomas M'Clelland	Clerk	50 — —	200
		Robert McCredie	Junior Clerk	19 — —	200
		William B. Malcolm	Junior Clerk	10 — —	200
		Robert Corbet	Junior Clerk	12 4 —	200
		John Irvine	Porter	42 — —	—
		Temporary Assistants		49 18 —	—

(a) Divided amongst the Actuaries.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
SCOTLAND—*continued.*				£. s. d.	£.
Hawick	Roxburgh	Andrew Irvine	Actuary	50 – –	300
		Wm. and Gilbert Davidson	Treasurers	– – –	300
		Thomas Purdom	Auditor	20 – –	100
Insch	Aberdeen	Archibald Storie	Treasurer	– – –	100
		Alexr. Roger, jun.	Actuary	7 6 –	100
Inverness	Inverness	John M'Tavish	Treasurer	– – –	250
		Alexander Marshall	Actuary & Cashier	70 – –	250
		John Cameron	Clerk	20 – –	150
		Donald Stephen	Assistant, &c.	6 6 –	50
	Branch Banks:				
	Glenlivet	Wm. M. Skinner	Actuary	4 4 –	150
	Kingussie	Donald Macrae	Actuary	1 1 –	150
	Ballindalloch	James Burgess	Actuary	3 – –	150
	Grantown	Alexander M'Dougal	Actuary	– – –	150
	Gurmouth	W. H. Thomson	Actuary	3 3 –	150
Inverury	Aberdeen	Alexander Smith	Treasurer	– – –	200
		Alexander Suter Maclean	Secretary & Actuary	(*a*) 32 – –	200
Jedburgh	Roxburgh	James Cumming	Treasurer	– – –	300
		William Scott	Actuary & Cashier	80 – –	300
		A. Turnbull	Auditor	5 – –	—
		H. Thomson	Paid Officer	15 – –	—
Kelso	Roxburgh	James Douglas	Treasurer	– – –	300
		James B. Kerr	Actuary	70 – –	300
Kildrummy	Aberdeen	John Christie	Treasurer	– – –	50
		William Walker	Actuary	– – –	50
		Dougall Christie	Auditor	—	—
Kintore	Aberdeen	William Davidson	Treasurer	– – –	200
		William Masson	Actuary	10 – –	200
		James Meston	Auditor	3 3 –	—
		Agnes Mackie	Porter	1 – –	—
Kirkaldy	Fife	A. M. Melville	Treasurer	– – –	500
		Samuel Davidson	Actuary	– – –	500
		James Rae	Secretary	75 – –	100
		A. Cameron	Auditor	20 – –	100
Kirkintilloch	Dumbarton	James Stables	Actuary and Cashier	12 14 9	100
		John Crawford	Secretary	—	—
Laurencekirk	Kincardine	Rev. James M'Gowan	Treasurer	– – –	100
		John Watson	Actuary & Cashier	(*b*) 8 12 –	100
		Joseph Scott	Accountant	1 1 –	20
Lennox Town	Stirling	John Thomas Fleming	Actuary	12 6 6	100
Lochmaben	Dumfries	John Wright	Treasurer	– – –	100
		James Watt	Actuary	3 5 7	100
Marnoch	Banff	William Allan	Treasurer	—	—
		Robert Nicol	Actuary	4 4 3	200
Montrose	Forfar	Charles Burness	Treasurer	– – –	200
		James Mudie	Actuary	110 – –	300
		David Murison	Bookkeeper	20 – –	150
		John Grey	Clerk	5 – –	100
Nairn	Nairn	John Malcolm	Treasurer	– – –	200
		Peter M'Dougall	Actuary & Secretary	33 11 8	200
		Charles M'Intosh	Clerk to Actuary		—
		Peter Falconer	Auditor	3 3 –	—
New Deer	Aberdeen	Alexander Joiner	Treasurer	– – –	100
		Alexander Greig	Actuary	21 – –	100

(*a*) The Actuary's salary to be considered nominal.

(*b*) 20 *l.*, should the profits afford it.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
SCOTLAND—*continued.*				£. s. d.	£.
Newhaven	Edinburgh	Alexander Crombie	Secretary	—	—
		Penelope Ramsay	Cashier and Actuary	(a) - -	100
		James Gardiner	Auditor	—	—
Paisley	Renfrew	John Affleck	Treasurer	- - -	500
		John M'Gowan	Cashier & Actuary		500
		William Macneil, jun.	Clerk	235 - -	200
		W. M. Anderson	Clerk		100
		Thomas Risk	Auditor	20 - -	50
Perth	Perth	Melville Jameson	Actuary and Cashier	50 - -	1,000
		W. A. Barclay	Accountant & Clerk	28 - -	100
		John M'Leish	Auditor	6 - -	50
		G. C. Roy	Check Clerks	5 - -	50
		John Cameron		3 - -	50
Portree	Isle of Skye	Harry Macdonald	Treasurer	- - -	Personal bond against loss.
		James Forsyth	Actuary	10 - -	—
Rothesay	Bute	John Wilson	Treasurer	- - -	300
		Archibald Brown	Actuary	49 - -	200
		William Brown	Clerk	10 - -	20
		Alexander Brown	Clerk	10 - -	20
Selkirk	Selkirk	James Murray	Cashier	40 - -	200
		Robert Paton	Secretary	(b) —	—
Stirling	Stirling	James Morrison	Treasurer	- - -	500
		James M. Morrison	Actuary	101 16 11	500
		Peter M'Intyre	Clerk	20 - -	200
Stonehaven	Kincardine	James Tindal	Treasurer	- - -	500
		Alexander Silver	Cashier and Actuary	60 - -	500
Tain	Ross	Kenneth Murray	Treasurer	- - -	500
		Hugh Murray	Actuary	27 10 11	500
		Harry M. Taylor	Secretary	—	—
Thornhill	Dumfries	David Crichton	Treasurer	- - -	250
		William Austin	Actuary and Cashier	35 - -	500
		William Phillips	Secretary	5 - -	50
		Alexander Hewisson	Auditor	5 - -	50
Thurso	Caithness	John Henderson	Treasurer	- - -	300
		Alexander Coghill	Actuary	15 9 9	200
Wick	Caithness	Alexander Wares	Treasurer	- - -	500
		William Waters	Actuary	47 - -	300
		David Leith	Clerk	20 - -	200

(a) 5*l.* for travelling expenses.

(b) Paid by a business account.

2 — ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND:				£. s. d.	£.
Abbeyleix	Queen's County	Viscount De Vesci	Treasurer	— — —	400
		E. L. Swan	Cashier	31 15 9	1,000
		Stanley Dobbs	Actuary	17 6 9	100
		Oliver Mills	Auditor	7 — —	—
Ardee	Louth	William Hatch	Treasurer	— — —	500
		Thomas Callan, jun.	Actuary	50 — —	1,000
Arklow	Wicklow	George M'Donald	Cashier	10 — —	100
		William Heath	Auditor	10 — —	100
		Henry Lewis	Actuary	30 — —	100
Armagh	Armagh	William Paton	Treasurer	— — —	1,000
		B. P. Davidson	Auditor	40 — —	200
		Thomas Smith	Actuary	(a) 125 — —	1,000
		Edward Parkinson	Clerk	30 — —	200
		Samuel Best	Porter	15 — —	—
Ballinasloe	Galway	Bank of Ireland	Treasurer	—	—
		Wm. Hy. Burke	Auditor	4 4 —	—
		Joseph Sharpe	Secretary	— — —	300
Baltinglass	Wicklow	S. M. Douglas	Treasurer	— — —	250
		Peter Douglas	Actuary	18 — —	100
		Richard S. Chandler	Auditor	3 — —	100
Bandon	Cork	Thomas Fuller	Secretary	41 9 1	1,000
		R. T. Belcher	Cashier	20 14 7	500
		John Sullivan	Auditor	6 — —	100
Belfast	Antrim	James T. Bristow	Treasurer	— — —	—
		John Borthwick	Secretary	—	—
		Thomas M. Tripp	Resident Manager	(b) 235 — —	1,500
		James Neill	Clerk	125 — —	750
		William Hartley	Auditor	125 — —	500
		Alexander Deans	Messenger	31 4 —	100
Boyle	Roscommon	Caleb Robertson	Treasurer	— — —	300
		Joseph N. Lawrence	Cashier	50 — —	—
		Stephen Lawrence	Actuary	100 — —	200
		J. Kidd	Auditor	25 — —	—
Cashel	Tipperary	National Bank	Treasurer	—	—
		John D. White	Actuary	10 — —	300
		R. E. Fishbourn	Auditor	5 5 —	—
Castlebar	Mayo	John C. Larminie	Acting Treasurer	— — —	500
		H. C. Larminie	Secretary	—	—
Castleknock	Dublin	Henry J. M'Farlane	Treasurer	— — —	100
		Ellen Bentley	Clerk	(c) 7 — —	20
Castlepollard	Westmeath	William Pollard Urquhart	Treasurer	— — —	500
		Thomas M. Riggs	Deputy Treasurer	— — —	500
		Charles Dobbin	Secretary & Actuary	54 12 —	100
		Messrs. Stewart and Kincaid	Agents	25 — —	—
		Thomas Riggs	Auditor	15 — —	200
		Jane Nixon	Porter	2 — —	—

(a) House, fuel, and light.
(b) And house.
(c) And house and garden.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND—*continued.*				£. s. d.	£.
Cavan	Cavan	William Johnston	Treasurer	- - -	100
		William Moore Brice	Actuary	20 - -	100
		Rev. J. C. Moore	Auditor	12 10 -	—
		John Elliott	Clerk	30 - -	100
Celbridge	Kildare	Bank of Ireland	Treasurers	—	—
		Richard Maunsell	Treasurer & Actuary	- - -	100
		John Maunsell	Cashier & Bookkeeper	10 - -	50
		John Ford	Porter	2 - -	—
		Giles Shaw	Auditor	—	—
Clogher	Tyrone	F. J. Gervais, J. P.	Treasurer	- - -	200
		Thomas Richey	Secretary	30 - -	100
		Rev. C. M'Ginness	Auditor	15 - -	100
Clonmel	Tipperary	P. R. Banfield	Actuary	80 - -	500
		Robert Bell	Assistant Actuary	50 - -	200
		William Lanphier	Auditor	20 - -	—
		Johanna Farrell	Porter	10 - -	—
Coleraine	Londonderry	J. H. Macaulay, Manager of the Northern Bank, Coleraine.	Treasurer	- - -	(a)
		John Canning	Secretary	80 - -	200
		W. Eccles	Clerk	30 - -	100
		J. B. Greaves	Auditor	25 - -	100
		Robert Mathews	Porter	10 - -	—
Cookstown	Tyrone	Silas M. Weir	Treasurer	- - -	—
		H. B. Wilson	Actuary	20 - -	100
		John Hunter	Auditor	6 - -	—
		Clarke Moore	Clerk	5 - -	—
Cork	Cork	John Besnard (deceased)	Secretary	118 12 5	—
		John F. Harvey	Secretary	(b) 178 2 8	2,000
		Jonathan M. Good	Bookkeeper	116 18 -	500
		Lewis Jones	Assistant Bookkeeper	101 14 -	500
		Dawson Harvey	Clerk	61 - -	500
		Denis C. Newson	Clerk	40 13 -	500
		George Ridings	Cashier	106 15 -	1,000
		Archibald D. Craig	Cashier	106 15 -	1,000
		Henry Dale	Auditor	81 7 -	500
Drogheda	Louth	George Brown	Actuary	125 - -	1,000
		John Rowland	Cashier	25 - -	200
		Margaret Daly	Clerk	50 - -	100
		John Gilmer	Auditor	20 - -	—
Dublin, Meath-street and Abbey-street.	Dublin	Robert W. Jones	Actuary	312 - -	1,500
		Robert Montgomery	Cashier	252 - -	1,000
		Abraham A. Jones	Cashier	112 - -	1,000
		Samuel Hinton	Cashier	196 - -	1,000
		George H. Montgomery	Clerk	120 - -	500
		James I. Macalister	Clerk	120 - -	500
		John Kidd	Auditor	72 10 -	—
		J. J. Jones	Clerk	33 6 8	250
		F. W. Crotty	Clerk	5 - -	—
		H. E. Stokes	Clerk	3 - -	—
Dundalk	Louth	Edward L. Lloyd	Secretary	40 - -	100
		James Joyce	Auditor	5 5 -	—
		Mrs. Ann Grey	Housekeeper	2 - -	—
Dungannon	Tyrone	J. Irwin	Actuary	50 - -	500
		W. M. Carpendale	Auditor	25 - -	50
		Clarke Moore	Clerk	5 - -	20
Ennis	Clare	Charles Mahon	Treasurer	- - -	500
		Marcus Talbot	Actuary	(c) - -	250
		John Mahon	Cashier	25 - -	150
		Rev. Thomas Warren	Auditor	10 - -	100

(a) Letter of guarantee from the Directors of the Northern Banking Company, Belfast.

(b) Residence on the premises.

(c) And 25 *l.* for clerks.

2.—Abstract of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND—*continued.*				£. s. d.	£.
Enniskillen	Fermanagh	Samuel Frith	Secretary	80 – –	400
		D. Wilkin	Actuary	80 – –	400
		John Ellis Morton	Auditor	30 – –	100
		William Ball	Clerk	25 – –	100
		William Gibson	Housekeeper	10 – –	50
Fermoy	Cork	Edward Murray Dacre	Actuary	80 – –	500
		John Land	Auditor	10 10 –	100
Gracehill	Antrim	Rev. George H. Moxon	Treasurer	– – –	500
		John Raphael, jun.	Actuary	23 – –	500
		Frederick Albert Mathews	Auditor	4 – –	—
Hillsborough	Down	No return received from this bank.			
Kells	Meath	R. C. Wade	Treasurer	– – –	300
		Emma Colston	Cashier	50 – –	1,000
		Thomas Ryan	Secretary or Actuary	30 – –	200
		John Christie	Auditor	4 – –	—
Kilkenny	Kilkenny	Edmond Smithwick	Treasurer	(*a*) – –	500
		John Morris	Secretary	17 5 2	300
		Kyran Dea	Assistant Secretary and Cashier.	12 18 10	200
		Patrick Dea	Assistant Secretary	7 11 –	100
		Michael Potter	Auditor	4 11 8	100
Limerick	Limerick	Joseph T. Seymour	Secretary	102 1 8	1,000
		John Seymour	Bookkeeper	112 5 10	400
		William R. Unthank	Auditor	61 5 –	400
		Richard F. Seymour	Clerk	66 5 –	400
		John Hill	Clerk	45 16 8	400
		M. Henson	Porter	50 – –	—
Londonderry	Londonderry	James Gilmour	Treasurer	– – –	500
		Archibald M'Corkell	Actuary	80 – –	300
		James Skipton	Clerk	30 – –	200
		W. Glendinning	Auditor	25 – –	200
		W. M'Corkell	Clerk	15 – –	200
		George Quigley	Porter	5 – –	—
Monaghan	Monaghan	Provincial Bank	Treasurer	—	—
		Rev. John Bleckley	Comptroller	25 – –	200
		Harry Rogers	Actuary	60 – –	500
		J. S. Mitchell	Auditor	20 – –	200
Navan	Meath	Thomas Rothwell	Treasurer	– – –	100
		William Morgan	Acting Treasurer	—	—
		William Legge	Actuary	20 1 –	100
		Henry Hamilton	Auditor	1 – –	—
Newry	Armagh	G. M. Cruikin	Actuary	70 – –	500
		Arch. Little	Auditor	25 – –	200
		W. Murphy	Porter	5 – –	50
Newtown-Limavady	Derry	Rev. George W. Stuart	Treasurer	– – –	500
		Victor G. Lynch	Secretary	40 – –	200
Omagh	Tyrone	William F. Black	Honorary Secretary	—	—
		Captain L. M. Buchanan	Auditors	—	—
		William J. M'Knight			
		Robert Ferguson	Actuary	20 – –	200
Parsonstown	King's County	Rev. M. M'Causland	Treasurer	– – –	300
		Robt. Neville	Actuary	100 – –	50
		Simpson H. Brereton	Auditor	20 – –	50
Portarlington	Queen's County	William Phillip	Treasurer	– – –	100
		Z. Henderson	Actuary	36 – –	50
		William Bloney	Porter	8 – –	—
		Michael Hanlow	Auditor	20 – –	—
Roscrea	Tipperary	William Allen	Treasurer	—	—
		William Egar	Actuary	35 – –	300
		William H. Rudd	Auditor	5 – –	—

(*a*) Allowances, 24 *l.* 11 *s.* 11 *d.*

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND—*continued.*				£. s. d.	£.
Sligo	Sligo	Vernon Davys	Actuary	33 – –	400
		Roger D. Robinson	Auditor	11 – –	200
Thurles	Tipperary	The National Bank	Treasurers	—	—
		M. Quinlan	Actuary	40 – –	100
		C. Johnston	Auditor	10 – –	100
Tullamore	King's County	John Pierce	Treasurer	—	—
		John A. Bradley	Actuary	30 – –	100
Warrenpoint	Down	James M'Farland	Treasurer	– – –	500
		James Swann	Actuary	30 – –	200
		John Armstrong	Auditor	8 2 6	—
Waterford	Waterford	Provincial Bank of Ireland	Treasurer	—	—
		John Murphy	Auditor and General Superintendent.	60 – –	300
		Matthew W. Biggs	Actuary	100 – –	500
		William Rea	Assistant	20 10 –	100
		Trevor T. Lannigan	Assistant	47 – –	100
		Edmd. Power	Assistant	33 10 –	100
		William Hearn	Assistant	18 10 –	100
		John Kendrick	Resident Porter	20 – –	50
Wexford	Wexford	Bank of Ireland	Treasurers	—	—
		Nathaniel Sparrow	Secretary	40 – –	300
		J. T. Tanner	Actuary	40 – –	300
		Benjamin Allen	Auditor	20 – –	—
Youghal	Cork	Bank of Ireland	Treasurers	—	—
		F. W. Smith	Secretary	50 – –	500
		Henry Browne	Assistant	15 – –	200
		A. Miller	Auditor	15 – –	200
ISLANDS IN THE BRITISH SEAS:					
Guernsey	– – –	Joseph Collings	Treasurer	– – –	400
		Amice Le Cocq	Actuary	400 – –	500
		C. Vancour	Auditor	100 – –	200
Jersey	– – –	Peter Hemery	Treasurer	– – –	1,000
		John Sorel	Actuary	360 – –	500
		Daniel Jones Janvrin	Clerk	200 – –	300
		Francis Elias Bertram	Clerk	160 – –	300
		E. G. Marrett	Auditor	25 – –	100

RETURN showing the Year in which Business Commenced in each Bank, and the Name of the Day or Days, and the Number of Hours in the Week on which the Bank is Open for the Deposit and Withdrawal of Money.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND.			
BEDFORDSHIRE:			
Ampthill	1824	Thursday	1½
Bedford	1816	Wednesday and Saturday	6
Biggleswade	1816	Saturday and Monday	1 hour Saturday. 6 hours Monday.
Luton	1839	Monday	1
BERKS:			
Abingdon	1820	Monday 2d Thursday in each month	2 1
Faringdon	1818	Monday	1
Hungerford	1818	Wednesday	2
Maidenhead	1816	1st and 3rd Tuesday in each month.	2
Newbury	1817	Monday and Thursday	5
Reading	1817	Monday, Wednesday, and Saturday.	6
Wallingford	1843	Monday and Friday	2½
Wantage	1818	Wednesday	1
Windsor	1816	Monday	2
Wokingham	1818	Monday	2
BUCKS:			
Aylesbury	1818	Wednesday	1
Buckingham	1818	Monday	2
Marlow	1851	2d and 4th Saturdays in every month.	1 each bank day.
High Wycombe	1817	Monday and Friday	6
Newport Pagnell	1818	Saturday	1
CAMBRIDGE:			
Cambridge	1817	Saturday and Wednesday, except for a few weeks in the summer, at Cambridge; Saturday and Tuesday at Newmarket, except during summer; then fortnightly.	17 each week in December and January, and an average of 10 hours the remainder of the year.
Cambridge (Penny)	1860	Saturday	1½
Ely	1839	Thursday	2
Wisbeach	1818	Wednesday, Friday, and Saturday.	21
CHESTER:			
Birkenhead	1839	Wednesday and Saturday	3
Chester	1817	Monday and Wednesday	6
Congleton	1819	Monday and Saturday	3
Frodsham	1822	Thursday	1
Hyde	1860	Saturday	2
Knutsford	1818	Saturday	2 to 4 each time.
Macclesfield	1817	Tuesday and Saturday	9
Middlewich	1857	Tuesday	2
Nantwich	1817	Monday	2
Northwich	1818	Friday and Saturday	4
Runcorn	1842	Saturday and Wednesday	4½
Sandbach	1819	1st and 2d Thursday and two last Saturdays in each month.	2 each Thursday. 1 each Saturday.
Stockport	1824	Monday, Friday, and Saturday	11
Winsford		This bank is closing.	

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
CORNWALL:			
Camborne	1860	Saturday	2
Falmouth	1817	Thursday	3
Helston	1818	Wednesday	3
Launceston	1818	Friday and Saturday	4
Liskeard	1818	Saturday	3
Penzance	1818	Thursday	2
Redruth	1818	Friday	3
Truro	1818	At Truro Wednesday and Saturday, in each week; at St. Agnes 1st Thursday in each month.	6 hours at Truro in Jan.; 4 hours the rest of the year; 2 hours monthly at St. Agnes.
Wadebridge	1838	Friday	2
CUMBERLAND:			
Alston	1825	Every alternate Saturday	1 each bank day.
Carlisle	1818	Every Saturday	
Penrith		Fortnightly, Tuesday	
Wigton		Ditto - Tuesday	
Brampton		Ditto - Wednesday	10
Morland		Monthly, Monday	
Orton		Ditto Wednesday	
Longtown ditto		Ditto Thursday	
Cockermouth	1818	Saturday	1
Keswick	1818	Saturday	2
Maryport	1842	Tuesday	1
Whitehaven	1818	Thursday and Saturday	3
Workington	1827	Saturday	About 1½
DERBY:			
Alfreton	1845	Friday	1
Ashbourn	1818	Saturday	1
Bakewell	1818	Monday	4 to 6
Belper	1818	Saturday	1½
Buxton	1857	Saturday	1
Chapel-en-le-Frith	1841	Thursday	3
Chesterfield	1816	Monday and Saturday	3
Derby	1818	Monday, Friday, and Saturday	4
Eckington	1846	Wednesday	2
Glossop	1843	Saturday	2
New Mills	1859	Saturday	2
Wirksworth	1818	Tuesday	2
DEVON:			
Devonport (Union)	1818	Monday, Tuesday, Thursday, Friday, and Saturday.	22
Ditto Royal Naval Annuitant and Naval	1831	Tuesday and Saturday	4
Ditto Dockyard	1817	Monday and Wednesday	3
Exeter	1815	Daily	38
Plymouth	1837	Each day except Wednesday	15
Tavistock	1814	Friday and Saturday	4½
DORSET:			
Blandford Forum	1818	Wednesday and Saturday	4
Bridport	1817	Wednesday	3 to 5
Dorchester	1818	Saturday	3
Lyme Regis	1819	Friday	2
Poole		No return received from this bank.	
Shaftesbury	1817	Saturday	3
Sherborne	1818	Wednesday and Thursday	3
Wareham	1818	Tuesday	2
Weymouth	1837	Monday and Friday	4
Wimborne	1818	Friday	2

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
DURHAM:			
Barnard Castle	1816	Wednesday and Saturday	2
Bishop Auckland	1816	Thursday	1 to 4 hours.
Chester-le-Street	1841	Monday	1
Darlington	1837	Monday and Saturday	4
Durham	1816	Saturday	2
Lanchester	1818	1st Monday in each month	1 for 10 months, and 2 for 2 months.
Middleton-in-Teesdale	1838	Saturday, once a fortnight	2 fortnightly.
Monkwearmouth	1824	Saturday	5
Seaham Harbour	1856	Saturday	1
South Shields	1817	Monday and Saturday	2
Stanhope	1821	2d and last Fridays in each month	2 to 3 fortnightly.
Stockton-upon-Tees	1817	Wednesday	1
ESSEX:			
Barking	1818	Tuesday and Thursday	2
Chelmsford	1817	Each Friday	3
		1st Wednesday in each month	2
		And Maldon the 1st and 3d Tuesday in each month.	2
Colchester	1817	Friday and Saturday	4
Dunmow	1818	1st and 3d Tuesday in every month.	8 monthly.
Harwich	1818	1st Tuesday in each month	2 monthly.
Hinckford	1817	Alternate Tuesdays	3 each day.
Leyton	1829	Saturday	1
Manningtree	1816	1st and 3d Monday in each month.	1 each bank day.
Romford	1817	Wednesday	2
Saffron Walden	1817	Friday	2
Witham	1817	Tuesday; on the 1st and 2d Tuesdays after 20 May and 20 Nov. 4 hours each day.	3
GLOUCESTER:			
Bristol	1812	Wednesday, Thursday, and Saturday.	7
Cainscross	1817	Monday (*a*)	4
Cheltenham	1818	Tuesday, Thursday, and Saturday	9
Cirencester	1817	Monday, Tuesday, and Friday	6
Dursley	1817	Thursday	2
Gloucester	1818	Monday	3
Kingswood	1816	Last Tuesday in every month	3 to 3½
Newnham	1817	Monday	2
Stow-on-the-Wold	1816	Thursday (*b*)	5
Tetbury	1817	Wednesday	2
Tewkesbury	1818	Monday	2
Thornbury	1818	Monday	3
Winchcomb	-	No return received from this bank.	
Wotton-under-Edge	1839	Friday	2
HEREFORD:			
Bromyard	1836	Monday	3
Hereford	1816	Every day for receipts; and Monday, Wednesday, and Saturday for withdrawals.	26
Kington	1837	Tuesday (*c*)	2
Ledbury	1821	Tuesday	4 to 5
Leominster	1816	Tuesday and Friday	4
Ross	1816	Thursday and Saturday	3

(*a*) Nailsworth, 2 hours, in addition to Cainscross. (*b*) With the addition of 4 fair days. (*c*) And Whit Monday 2 hours.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
HERTS:			
Bishop Stortford	1846	Thursday	2
Hemel Hempstead	1818	Alternate Thursday	1 fortnightly.
Hertford	1836	Wednesday	2
Hitchin	1815	Tuesday	1
KENT:			
Ashford	1816	Tuesday and Saturday	3
Chatham	1816	Monday, Tuesday, Thursday, and Saturday.	24
Deal	1826	Saturday	1
Dover	1825	Saturday	5
Faversham	1816	Saturday	2 to 3
		And at Sittingbourne Branch on alternate Wednesdays.	1½
Folkestone	1853	Saturday	2
Gravesend	1818	Monday and Saturday	4
Greenwich	1816	Monday and Tuesday	6
Hawkhurst	1821	Monday	1
Hythe	1821	Thursday	5
Maidstone	1822	Tuesday, Thursday, and Saturday	12
Malling, West	1816	Saturday	8
Margate	1839	Saturday	1½
Sevenoaks	1816	Monday	6
Tonbridge	1845	Monday	1
Ditto, Wells	1818	Monday and Friday	3
Woolwich	1816	Monday and Saturday	3
LANCASTER:			
Accrington	1817	Monday	2
Ashton-under-Lyne	1829	Monday and Saturday	9
Blackburn	1831	Monday, Wednesday, and Saturday.	8
Bolton	1818	Monday and Saturday	8
Burnley	1828	Monday and Saturday	4
Bury	1822	Monday, Wednesday, and Saturday.	8
Chorley	1845	Tuesday	6
Clitheroe	1844	Saturday	2
Colne	1844	Wednesday and Saturday	4
Croston	1818	1st Thursday in each month	3 each bank day.
Eccleston	1818	1st Monday in each month	3 ditto.
Kirkham	1844	Saturday	2½
Lancaster	1823	Saturday	10
Leigh	1845	Monday and Saturday	4
Leyland	1821	Monday	2½
Liverpool	1815	Every day, and on Saturday evening.	24½
Manchester	1818	Every day	33
Oldham	1840	Saturday	4
Ormskirk	1822	Wednesday and Saturday	4
Prescot	1824	Monday	1 to 2

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
LANCASTER—*continued.*			
Preston	1816	Monday, Wednesday, and Saturday.	15
Southport	1837	Friday	2
St. Helens	1855	Monday and Saturday	2
Stalybridge	1828	Monday, Wednesday, and Saturday.	14
Ulverstone	1816	Friday and Saturday	7
Warrington	1818	Monday, Wednesday, and Saturday.	8
Wigan	1821	Monday, Thursday, and Saturday	6
LEICESTER:			
Ashby-de-la-Zouch	1818	Saturday	2
Hinckley	1823	Monday	1
Leicester	1817	Monday, Wednesday, and Saturday.	7
Loughborough	1818	Monday and Thursday	2
Market Harborough		This Bank is closing.	
Melton Mowbray	1837	Tuesday, and every alternate Monday.	2
LINCOLN:			
Alford	1818	Friday	1
Boston	1817	Monday, Wednesday, and Saturday.	8
Bourn	1818	Thursday	1¼
Brigg	1831	Thursday	½
Caistor	1818	Saturday	2
Folkingham	1818	Friday	8
Gainsborough	1819	Tuesday and Saturday	6
Grantham	1818	Friday and Saturday	3
Great Grimsby	1857	Friday and Saturday	1½
Horncastle	1817	Monday and Saturday	2 to 4 hours.
Lincoln	1816	Friday and Saturday	4
Louth	1817	Three days in each week	6
Sleaford	1818	Monday	2
Spalding	1818	Tuesday and Saturday	4
Stamford	1818	Tuesday and Friday	4
MIDDLESEX:			
Bishopsgate	1816	Daily for receipts; Monday, Wednesday, and Friday for payments.	29; and for all business 37 hours.
Bloomsbury	1817	Monday, Wednesday, and Saturday.	9
Brentford	1818	Tuesday and Friday	4½
Camden Town	1839	Monday and Saturday	4
Chelsea	1819	Monday, Thursday, and Saturday	10
Cripplegate	1819	Daily	27
Edmonton	1829	Monday	1
Farringdon-street	1837	Monday, Tuesday, and Saturday	8
Finsbury	1816	Monday, Tuesday, Wednesday, Friday, and Saturday.	21
Fulham	1816	Monday	1
Hackney	1818	Monday	1½
Haggerstone		No return received from this Bank.	
Hammersmith	1816	Monday	1½ to 2
Hampstead	1817	Monday	2
Harrow	1841	Every other Saturday, and 1st Tuesday in every month.	1 each bank day.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
MIDDLESEX—*continued.*			
Highgate	1845	Saturday	1
Islington	1816	Monday	1 ½
Kensington	1819	Monday and Saturday	3
Kingsland-road	1842	Monday, Tuesday, and Saturday	6
Limehouse	1816	Monday and Saturday	5
Paddington	1832	Monday and Saturday	8
Poplar	1816	Monday	3
St. Clement Danes	1830	Monday, Tuesday, and Saturday	7
St. James', Piccadilly	1855	Monday and Saturday	8
St. Martin's-place	1816	Daily for deposits; and Monday, Tuesday, Friday and Saturday, for withdrawals.	39
St. Marylebone	1830	Daily, and on Monday and Saturday evenings.	36
Staines	1816	Monday	1 to 3
Stepney	1837	Monday, Tuesday, Friday, and Saturday.	8
Stoke Newington	1826	Saturday	2
Tufton-street	1838	Wednesday and Saturday	4
Upper Charlotte-street	1825	Monday and Saturday	7
Uxbridge	1816	Tuesday	2
Whitechapel	1819	Monday and Saturday	9
MONMOUTH:			
Abergavenny	1816	Every other Monday	From 12 o'clock until the close of business.
Chepstow		No return received from this Bank.	
Monmouth		No return received from this Bank.	
Newport	1831	Wednesday and Saturday	3
Pontypool	1821	Tuesday	3
NORFOLK:			
Aylsham	1818	Monday	1
Downham Market	1841	Saturday	1
Fakenham	1819	Thursday	1
Harleston	1818	1st and 3rd Monday in every month.	1 each bank day.
		And 1st Monday and Tuesday in December.	6 each day.
King's Lynn	1817	Monday	2
Norwich	1816	Monday, Wednesday, and Saturday.	7 ½
North Walsham	1820	Monday	1
Swaffham	1818	Saturday	1
Watton	1819	1st Monday in each month	From 11 o'clock until the close of business.
Yarmouth	1818	Wednesday and Saturday	2
NORTHAMPTON:			
Kettering	1839	Friday	2
Northampton	1816	Monday, Wednesday, Friday, and Saturday.	6
Oundle	1818	Monday	2
Peterborough	1818	Monday and Saturday	5 hours in October, November, and December; 4 hours remainder of year.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
NORTHUMBERLAND:			
Allendale Town	1838	1st Friday in the month	3 ½ monthly.
Alnwick	1816	1st four Mondays in December and January, and 1st and 3d Monday in every other month.	3 monthly.
Berwick-upon-Tweed	1816	Monday	2 weekly.
Hexham	1818	1st and 3d Saturdays in every month, except 3d Saturday in November.	4 on each banking day.
Morpeth	1816	Wednesday	3
Newcastle-upon-Tyne	1818	Saturday and Monday	5
Tynemouth	1836	Saturday	6
NOTTINGHAM:			
East Retford	1818	Monday and Saturday	6½
Newark-upon-Trent	1817	Monday and Wednesday	From 10.30 until close of business.
Nottingham	1818	Monday, Wednesday, and Saturday.	7
Southwell	1818	Monday	1
Worksop	1818	Monday and Wednesday	3
OXFORD:			
Banbury	1818	Thursday and Saturday (*a*)	4
Bicester	1842	Friday	4
Henley-on-Thames	1817	Tuesday in each week, and 1st Thursday in each month.	4
Oxford	1816	Monday and Saturday	4
Thame	1847	Tuesday	1
Woodstock	1836	Monday	1
SALOP:			
Bridgnorth	1818	Tuesday and Saturday	6
Ellesmere	1817	Tuesday	4
Lilleshall	1818	Every alternate Saturday	2
Ludlow	1816	Saturday	2
Market Drayton	1819	1st Monday in each month	4 each bank day.
Newport	1818	Saturday	2
Oswestry	1818	Wednesday	5
Shrewsbury	1818	Monday, Wednesday, and Saturday. (*b*)	5
Wellington	1818	Every other Monday	2 fortnightly.
Wenlock	1817	Monday	3 to 4
Whitchurch	1818	Every Saturday in January, and 1st and 3d Saturday in every other month.	3 hours each bank day.
SOMERSET:			
Bath	1815	Monday, Wednesday, and Saturday.	7
Bridgwater	1817	Wednesday and Saturday	3
Castle Cary	1818	Wednesday, Thursday, Friday, and Saturday.	8
Crewkerne	1851	Saturday	2
Frome Selwood	1818	Monday	2
Nether Stowey	1817	Monday	2
Taunton	1817	Daily	33
Wells	1818	Saturday	2 to 5
Wrington	1817	(*c*)	2
Yeovil	1818	Monday and Friday (*d*)	4
SOUTHAMPTON:			
Alresford	1841	Friday	1
Alton	1819	Saturday	1
Basingstoke	1817	Wednesday	1½

(*a*) And on the five Mondays following the 20th November.
(*b*) The Church Stretton Branch is open one hour each Friday.
(*c*) Local receivers in the different parishes are appointed, who fix their own day and time.
(*d*) The first Tuesday in every month at Somerton, the second at Langport.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
SOUTHAMPTON—*continued.*			
Fareham	1845	On alternate Mondays	1 on each banking day.
Gosport	1821	Monday	2
Havant	1819	Monday	1 to 2
Newport, Isle of Wight	1817	Wednesday and Saturday	4
Odiham	1860	Tuesday	1
Petersfield	1842	Monday	1
Portsmouth	1816	Monday, Tuesday, and Saturday	6
Romsey	1856	Thursday	1
Southampton	1816	Monday and Thursday	4
Winchester	1816	Monday	18
STAFFORD:			
Brewood	1818	1st and 3d Monday of each month.	2 each banking day.
Burton-on-Trent	1818	Saturday	1
Cheadle	1819	Saturday	1
Eccleshall	1846	Last Friday in the month	2
Hanley	1824	Monday and Saturday	4
Kingswinford	1833	Monday, Friday, and Saturday	4 ½
Leek	1823	Monday	1
Lichfield	1818	Friday	1 ½
Newcastle-under-Lyme	1819	Every Monday at Newcastle And the last Tuesday in each month at Betley.	2 2 monthly.
Penkridge	1819	1st and 3d Mondays in each month.	2 each banking day.
Pirehill Meaford	1818	1st Tuesday in each month	5 monthly.
Rugeley	1817	2d and 4th Mondays in every month.	3 each banking day.
Shenstone	1818	1st Monday in each month	2
Stafford	1835	Monday	2
Stoke-upon-Trent	1860	Monday and Saturday	2
Tamworth	1823	Monday	1
Trentham	1818	2d and 4th Saturdays in every month.	2 each day.
Tunstall	1841	1st and 3d Mondays in every month.	2 each banking day.
Uttoxeter	1848	Wednesday and Saturday	2
Wolverhampton	1825	Monday	2
Yoxall and Barton	1818	Monday	1
SUFFOLK:			
Bungay	1818	1st and 3d Thursdays in each month.	2 each bank day.
Bury St. Edmunds	1816	Wednesday and Saturday	6, varying from 8 to 10 in winter.
Eye	1818	Monday and Friday	2
Framlingham	1819	1st Thursday in each month, and 1st Friday in December and January.	3 each bank day.
Hadleigh	1818	Saturday	4
Halesworth	1818	Last Wednesday in the month (*a*)	4 each banking day.
Haverhill	1836	Friday	2
Ipswich, Cornhill	1816	Wednesday	2
Ipswich, Queen-street	1816	Tuesday and Friday	5
Lowestoft	1818	Wednesday	1 ½
Saxmundham	1859	1st Monday of month	3
Sudbury	1822	Tuesday	2
Woodbridge	1818	Monday	3

(*a*) And on the second Wednesday of January, February, September, October, and December.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
SURREY:			
Camberwell	1816	Monday and Saturday	5
Chertsey	1818	Wednesday	2
Croydon	1819	Saturday	1 to 2
Dorking	1819	Thursday	1½
Epsom	1819	Monday	1
Ewell	1820	Saturday	1
Farnham	1817	Monday	1
Godalming	1816	Monday	1½
Guildford	1816	Monday	2
Kennington	1843	Saturday	2
Kingston	1818	Saturday	1½
Lambeth	1818	Monday, Wednesday, and Saturday.	6
Lambeth, St. John	1827	Monday and Saturday	2
Reigate	1819	Tuesday	1
Richmond	1828	Monday	3
Rotherhithe	1838	Monday	1
Southwark	1816	Monday, Tuesday, and Thursday	12
SUSSEX:			
Arundel	1818	Monday and Thursday	2
Battle	1816	Monday and Saturday	3
Brighton	1817	Daily	18
Chichester	1812	Monday and Wednesday	2¼
East Grinstead	1819	Monday	1
Hastings	1845	Saturday (*a*)	1
Horsham	1819	Saturday	1
Lewes	1816	Tuesday and Saturday	6
Midhurst	1819	Saturday	1
Petworth	1818	Monday	1½ to 2
Rye	1816	Saturday	2
Uckfield	1813	Saturday	2
Worthing	1817	Saturday	3
WARWICK:			
Alcester	1848	Tuesday	1½
Atherstone	1818	Tuesday	2 to 3
Coventry	1835	Monday, Friday, and Saturday	6
Stratford-on-Avon	1834	Four days in the week	8
Sutton Coldfield	1819	1st Monday in each month	5 monthly.
Warwick	1818	Monday and Saturday, at Leamington; Saturday, at Warwick.	5
WESTMORLAND:			
Kirkby Lonsdale	1818	Thursday	4
WILTS:			
Bradford	1836	Saturday	1
Calne	1816	Wednesday and Saturday	2
Chippenham	1822	Friday	2 to 3
Devizes	1817	Thursday	2
Malmesbury	1818	2d and last Saturday in the month.	2 each bank day.
Marlborough	1818	Monday (*b*)	2
Melksham	1819	1st and 3d Saturdays in each month.	1 each banking day.
New Sarum	1815	Tuesday; at Downton, alternate Mondays.	2 to 3

(*a*) And one hour on the first Monday in every month.
(*b*) And three days in December, two hours each day.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
WILTS—*continued.*			
Swindon	1831	Monday	2
Trowbridge	(No Return received from this Bank.)		
Warminster	1823	Saturday	4
WORCESTER:			
Bewdley	1818	Saturday	1
Bromsgrove	1828	Tuesday and Saturday	6
Droitwich	1819	1st and 3rd Friday in each month.	1 per day.
Kidderminster	1818	Thursday and Saturday	3
Shipston-on-Stour	1818	Saturday	2
Stourport	1818	Wednesday	1
Tenbury	1847	Tuesday	1½
Upton-upon-Severn	1818	Monday	2½
Worcester	1818	Monday, Wednesday, and Saturday.	13
YORK (EAST RIDING):			
Beverley	1818	Saturday	2
Bridlington	1864	Saturday	2
Driffield	1864	Thursday	3
Howden	1818	Saturday (*a*)	1
Kingston-upon-Hull	1818	Daily	16
York	1816	Tuesday and Saturday	3
YORK (NORTH RIDING):			
Bedale	1818	Tuesday	2
Guisborough	1819	Tuesday	1
Leyburn	1818	Friday	1
Malton	1827	Saturday	1
Middlesborough-on-Tees	1847	One day each week	2
Northallerton	1819	Wednesday and Saturday	3 to 4
Pickering	1836	Monday	1
Richmond	1817	Saturday	3
Scarborough	1818	Thursday and Friday	2 to 4
Stokesley	1822	Saturday	1
Thirsk	1819	Monday	1
Whitby	1819	Monday and Saturday	2
YORK (WEST RIDING):			
Barnsley	1829	Wednesday	2
Birstal and Batley	1822	Monday and Saturday	5
Bradford	1818	Monday, Thursday, and Saturday.	8
Doncaster	1817	Monday and Saturday	6½
Goole	1833	Wednesday	1½
Halifax	1816	Saturday	7
Harewood	1817	Monday	5
Huddersfield	1818	Tuesday, Thursday, and Saturday.	6½
Keighley	1819	Every Saturday 2d Wednesday in every month.	3½ weekly.
Knaresborough	1817	Wednesday, Thursday, and Saturday.	5 to 7
Leeds	1818	Tuesday, Thursday, and Saturday.	9
Otley	1818	Friday and Saturday	2
Pontefract	1817	Saturday (*b*)	2½

(*a*) And the day for hiring servants, and the day after Martinmas.

(*b*) And every alternate Monday at Selby for an hour and a half.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—*continued.*			
YORK (West Riding)—*continued.*			
Ripon	1859	Thursday and Saturday	2½
Rotherham	1846	Monday and Saturday	3
Settle	1818	Tuesday and Saturday	3
Sheffield	1819	Every day	26
Wakefield	1817	Friday and Saturday	5
Wentworth	1837	Monday	1
WALES.			
ANGLESEY:			
Beaumaris	1817	Thursday and Saturday, at each of the following branches, viz., Beaumaris, Holyhead, Amlwch, and Llangefni.	3 hours at each branch.
BRECON:			
Brecon	1816	Friday	2
CARDIGAN:			
Aberystwyth	1818	Monday	2
CARMARTHEN:			
Llandilo	1817	Saturday, and 12 May and 14 November.	3
Llanelly	1847	Thursday	2
Newcastle-Emlyn	1839	Every alternate Friday	2
CARNARVON:			
Pwllheli	1818	Wednesday	2
DENBIGH:			
Denbigh	1848	Wednesday and Saturday	2
Ruthin	1818	Monday	2
Wrexham	1818	Monday and Saturday	5
FLINT:			
Holywell	1818	Friday	3
Maelor Hundred	1817	1st and 3d Monday in each month.	2 hours each banking day.
Mold	1818	Saturday	1½
St. Asaph	1817	Monday	4 to 5
GLAMORGAN:			
Bridgend	1817	Saturday	1½
Caerphilly	1835	Thursday	1
Cardiff	1819	Monday and Saturday	8
Swansea	1827	Wednesday and Saturday	6½
MONTGOMERY:			
Welchpool	1817	Monday	(a) 3

(a) Saturdays, during the months of May, December and January, 2 hours; also first Thursday in each month, at Montgomery branch, 2 hours.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
WALES—*continued.*			
PEMBROKE:			
Haverfordwest	1818	Tuesday	2
Narberth	1857	Friday	2
Pembroke	1818	Friday and Saturday	4
Tenby	1856	Saturday	1½
RADNOR:			
Knighton	1853	2d and 4th Thursday in each month.	2 each banking day.
SCOTLAND.			
ABERDEEN:			
Aberdeen	1845	Tuesday, Wednesday, Thursday, Friday, and Saturday.	36
Ellon	1839	1st Monday in each month.	4 monthly.
Insch	1851	4th Monday in each month	2 each banking day.
Inverury	1837	2d and last Saturday in each month, and on 27 and 28 May, and 23 and 24 November.	1 each banking day.
Kildrummy	1853	1st Saturday in each month	2 each banking day.
Kintore	1837	Last Saturday in each month	2 each banking day.
New Deer	1847	1st Saturday in each month	6 each banking day.
BANFF:			
Banff	1836	Monday and Friday	7
Gamrie	1836	Saturday	1
Marnoch	1864	Monday, and the two Saturdays after the terms of Whitsuntide and Martinmas.	2
BERWICK:			
Coldstream	1842	Monday	1
BUTE:			
Rothesay	1842	Daily	26
CAITHNESS:			
Thurso	1845	Friday	1
Wick	1840	Daily, except Saturday	30
DUMBARTON:			
Alexandria	1864	Tuesday and Friday	11
Kirkintilloch	1838	Daily	28
DUMFRIES:			
Lochmaben	1864	Monday and Thursday	4
Thornhill	1843	Daily	27
EDINBURGH:			
Dalkeith	1839	Thursday and Saturday	9
Edinburgh	1836	Daily	31
Newhaven	1861	Monday and Thursday	4
ELGIN, or MORAY:			
Elgin	1836	On 2d and last Saturdays in each month, in June and December, extra attendance given.	3 each banking day.
Forres	1839	2d and last Saturdays in each month.	2 ½ each banking day.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
SCOTLAND—*continued.*			
FIFE:			
Cupar	1837	Tuesday and Saturday	5
Dunfermline	1838	Tuesday, Friday, and Saturday	6
Kirkaldy	1838	Tuesday and Saturday	3
St. Andrews	1846	Daily	7 to 8
FORFAR:			
Brechin	1852	Tuesday	1
Dundee	1838	Daily	32
Forfar	1853	Monday, Friday, and Saturday	7
Montrose	1840	Thursday, Friday, and Saturday	7
INVERNESS:			
Inverness	1840	Tuesday, Friday, and Saturday	14
ISLE of SKYE:			
Portree	1854	Daily	36
KINCARDINE:			
Fordoun	1842	Friday	7
Fettercairn	1864	Friday	7
Laurencekirk	1864	Thursday	7
Stonehaven	1838	Saturday, and occasionally on other days.	3
KIRKCUDBRIGHT:			
Castle Douglas	1840	Thursday	5
LANARK:			
Carluke	1859	Monday, Wednesday, and Saturday.	3
Glasgow	1836	Daily	35
MORAY:—*See* ELGIN.			
NAIRN:			
Nairn	1840	Tuesday and Friday	10
PERTH:			
Perth	1838	Daily	29
RENFREW:			
Paisley	1838	Monday, Tuesday, Thursday, and Saturday.	23
ROSS and CROMARTY:			
Tain	1840	Daily	27
ROXBURGH:			
Galashiels	1858	Tuesday and Saturday	5
Hawick	1859	Thursday and Saturday	2
Jedburgh	1836	Tuesday and Saturday	10
Kelso	1849	Tuesday and Friday	8
SELKIRK:			
Selkirk	1839	Daily	39
STIRLING:			
Falkirk	1845	Monday, Thursday, and Saturday.	9
Lennoxtown	1846	Thursday	1
Stirling	1842	Wednesday, Thursday, Friday, and Saturday.	7½

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
IRELAND.			
ANTRIM:			
Belfast	1816	Tuesday, Wednesday, and Friday	15
Gracehill	1830	Tuesday	1
ARMAGH:			
Armagh	1818	Tuesday and Saturday	5
Newry	1821	Tuesday	3
CAVAN:			
Cavan	1830	Saturday	2
CLARE:			
Ennis	1823	Saturday	2
CORK:			
Bandon	1858	Saturday, and 1st Wednesday in each month.	1½ on Saturday, and 1½ on Wednesday.
Cork	1817	Wednesday and Saturday	8
Fermoy	1825	Monday	3
Youghal	1818	Saturday	2
DOWN:			
Hillsborough		No return received from this bank.	
Warrenpoint	1819	Tuesday	2
DUBLIN:			
Castleknock	1824	Monday	3½
Dublin	1818	Monday, Wednesday, Friday, and Saturday.	12
FERMANAGH:			
Enniskillen	1825	Friday	6½
GALWAY:			
Ballinasloe	1822	Saturday	4
KILDARE:			
Celbridge	1818	Monday	2
KILKENNY:			
Kilkenny	1816	Monday	2
KING'S COUNTY:			
Parsonstown	1826	Saturday	2
Tullamore	1832	Friday	2
LIMERICK:			
Limerick	1820	Monday	10
LONDONDERRY:			
Coleraine	1832	Saturday	3
Londonderry	1816	Wednesday and Saturday	6
Newtown Limavady	1822	Monday	2
LOUTH:			
Ardee	1818	Tuesday	1
Drogheda	1819	Monday, Wednesday, and Saturday.	7
Dundalk	1820	Saturday	3

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
IRELAND—*continued.*			
MAYO:			
Castlebar	1823	Saturday	6
MEATH:			
Kells	1820	Saturday	4
Navan	1824	Wednesday	1
MONAGHAN:			
Monaghan	1819	Monday and Thursday	6½
QUEEN'S COUNTY:			
Abbeyleix	1818	Every alternate Saturday	3 hours each banking day.
Portarlington	1830	Wednesday	1
ROSCOMMON:			
Boyle	1823	Saturday	4
SLIGO:			
Sligo	1820	Monday	7
TIPPERARY:			
Cashel	1826	Saturday	1½
Clonmel	1819	Monday and Saturday	6¼
Roscrea	1830	Thursday	2
Thurles	1829	Monday	1
TYRONE:			
Clogher	1832	Saturday	2
Cookstown	1833	Saturday	1
Dungannon	1819	Thursday	2
Omagh	1858	Saturday	2
WATERFORD:			
Waterford	1816	Monday and Friday	7
WESTMEATH:			
Castlepollard	1819	Wednesday	2
WEXFORD:			
Wexford	1826	Friday	3
WICKLOW:			
Arklow	1818	Thursday	4
Baltinglass	1823	Friday	2
GUERNSEY	1839	Wednesday and Saturday	3
JERSEY	1835	Saturday and Wednesday	4

General Note.—The Number of Hours given in the last column does not in numerous instances, as appears by the Returns received at the National Debt Office, show to anything like the full extent the time occupied in transacting the whole business of the Banks; the attention of the Officers and Clerks being much occupied with Correspondence, attendance on Trustees and Managers at their meetings, half-yearly Balances of Accounts, preparation of Returns to the Commissioners and to Parliament, and various incidental matters in addition to the ordinary business arising from receipt and payment of money.

LIST of all such SAVINGS BANKS as, under the provisions of the Act 26 Vict. c. 14, or otherwise, have been CLOSED and have TRANSFERRED their FUNDS, or any part thereof, to the POST OFFICE SAVINGS BANKS; showing, in each case, the Number and Amount of Depositors' Accounts so Transferred, and the Amount of Compensation, if any, made to all or any of the Officers of such Banks respectively; and showing also the Years in which such Banks were respectively Opened and Closed, and the Number and Amount of their Depositors' Balances, and the Number of Days and Hours in each Week on which the same Banks were Opened for Public Business, at the close of the Year ending on the 20th November next preceding the Date of such closing; distinguishing the same, as in the form of the Return, for each separate County, as well as collectively, for *England* and *Wales*, *Scotland* and *Ireland*, and for the *United Kingdom*.

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
ENGLAND:			£. s. d.		£. s. d.	£. s. d.				
BEDFORDSHIRE:										
Leighton Buzzard	May 1866	1,113	29,386 3 3	453	10,518 13 10	- -	1838	1866	1	2
BUCKINGHAMSHIRE:										
Chesham	7 Nov. 1862	212	3,379 5 3	151	2,289 9 11	- -	1854	1862	1	1
CHESHIRE:										
Bowden	July 1863	1,825	67,352 4 6	126	7,883 15 2	175 - -	1823	1864	2	4
Wallasey	Feb. 1863	208	3,229 14 5	101	1,827 19 7	- -	1843	1864	1	1
		2,033	70,581 18 11	227	9,711 14 9	175 - -				
CORNWALL:										
Bodmin	Jan. 1864	1,516	54,638 10 8	507	18,228 1 5	- -	1839	1865	1	2½
DERBYSHIRE:										
Melbourne	Feb. 1862	222	2,552 4 11	90	1,320 3 7	- -	1855	1862	1	1
Staveley	May 1862	59	1,457 18 6	7	1,083 10 6	- -	1854	1862	1	1
		281	4,010 3 5	97	2,403 14 1	—				
DURHAM:										
Hartlepool	1863	287	6,617 3 4	nil	- nil -	- -	1844	1864	1	2
ESSEX:										
Billericay	Dec. 1863	90	2,290 15 6	31	1,122 17 5	- -	1860	1864	1	1
Braintree	5 April 1862	368	7,510 18 8	201	4,499 14 3	- -	1859	1862	1	1
Chipping Ongar	Dec. 1865	137	2,947 2 1	51	1,944 7 11	- -	1858	1866	Once in a fortnight.	2, fortnightly.
Epping	Dec. 1863	568	16,023 1 9	343	10,001 9 5	- -	1817	1864	First Friday in each month.	3 hours monthly.
Halstead	Dec. 1865	753	20,742 18 5	398	11,246 4 3	- -	1816	1866	1	1
Rochford	4 Aug. 1862	720	17,956 5 11	268	8,364 13 8	31 4 4	1818	1863	1	2
West Ham	31 Aug. 1863	718	17,739 10 7	383	10,417 17 9	400 - -	1819	1863	1	2
		3,354	85,210 12 11	1,675	47,597 4 8	431 4 4				
GLOUCESTERSHIRE:										
Lechlade	Dec. 1862	171	4,636 11 11	2	3 11 10	- -	1844	1863	1	1
HANTS:										
Andover	Dec. 1861	1,350	46,658 9 9	435	21,969 2 7	232 10 -	1827	1864	2	2
Lymington	Sept. 1864	1,025	42,778 14 6	749	32,114 5 11	510 10 -	1818	1865	1	1
Romsey, New Hall	Dec. 1863	49	408 9 -	nil	- nil -	- -	1859	1863	1	1
		2,424	89,845 13 3	1,184	54,083 8 6	743 - -				

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
ENGLAND—*continued.*			£. s. d.		£. s. d.	£. s. d.				
HERTS:										
Cheshunt	Dec. 1861	259	1,535 11 9	111	1,100 18 10	- -	1850	* –	Fortnightly	2, fortnightly.
Baldock	16 Nov. 1863	453	17,802 5 9	222	9,670 4 10	200 – –	1816	1864	One day a month.	4 hours monthly.
Buntingford	April 1862	239	5,041 8 7	138	2,857 6 8	- -	1845	1865	Monthly.	2 hours monthly.
St. Albans	Dec. 1862	252	4,140 4 1	106	2,054 3 8	- -	1859	1863	1	1
Watford	2 Nov. 1863	1,374	38,968 8 1	623	19,363 7 4	350 – –	1817	1864	Fortnightly	4, fortnightly.
		2,577	67,487 18 3	1,200	35,046 1 4	550 – –				
HUNTINGDONSHIRE:										
Huntingdon	Dec. 1865	1,713	54,540 3 11	529	20,676 7 11	- -	1816	1866	3	6
KENT:										
Bromley	Dec. 1863	976	22,496 11 1	531	12,367 12 4	150 – –	1816	1864	1	2 to 3
Canterbury	June 1865	5,154	149,572 19 6	3,801	121,881 2 2	- -	1816	1865	2	8
Dartford	April 1864	1,401	26,549 16 11	607	11,525 19 3	50 9 6	1816	1864	1	2
Deptford	Dec. 1863	1,448	30,712 2 11	469	10,218 18 8	700 – –	1816	1864	1	2
Ramsgate	June 1866	1,278	44,129 6 3	795	28,642 18 3	509 17 10	1818	1866	1	2
Sheerness	24 Aug. 1863	153	4,128 – 10	7	213 19 2	- -	1818	* –	1	1
		10,410	277,588 17 6	6,210	184,850 9 10	1,410 7 4				
LANCASHIRE:										
Blackpool	Feb. 1862	141	2,197 5 7	21	648 17 1	- -	1859	1862	1	1
Fleetwood	17 March 1864	200	5,033 17 9	41	1,874 10 10	- -	1852	1864	1	1
Over Darwin	July 1864	115	1,071 16 4	nil	nil	- -	1860	1864	1	2
Poulton	Aug. 1862	879	30,822 18 5	338	15,461 10 1	- -	1822	1862	1	1
Rawtenstall	July 1862	785	27,228 4 7	227	7,567 15 2	- -	1836	1863	1	2
		2,120	66,354 2 8	627	25,552 13 2	—				
LEICESTERSHIRE:										
Lutterworth	Dec. 1865	1,016	35,888 19 2	876	31,549 19 2	505 – –	1822	1866	1	6
MIDDLESEX:										
Covent Garden	Dec. 1865	1,032	16,774 7 7	745	10,069 6 7	- -	1816	1866	1	2
Enfield	March 1862	369	5,638 14 10	62	1,626 7 5	- -	1839	1863	1	1
Finchley	Feb. 1862	383	1,428 3 5	80	814 6 4	- -	1859	1862	2	3
Holloway	Oct. 1865	780	10,636 16 3	90	2,868 10 6	- -	1856	* –	1	1½
Hornsey	May 1863	242	3,988 6 –	10	509 18 10	- -	1819	1864	1	1
Hoxton	Sept. 1861	3,780	19,553 8 6	1,905	5,404 16 8	- -	1843	1863	3	8
Pimlico	July 1862	263	1,905 11 3	27	117 6 11	- -	1860	* –	–	–
Tottenham	May 1866	834	19,396 11 9	407	9,183 16 3	- -	1829	1866	1	1
		7,683	79,321 19 7	3,326	30,594 9 6	—				
MONMOUTHSHIRE:										
Tredegar	Jan. 1863	185	1,726 5 –	nil	nil	- -	1855	1863	1	2
NORFOLK:										
East Dereham	Oct. 1863	542	9,575 18 10	130	2,420 19 10	43 17 7	1854	1864	1	1
Holt	May 1864	102	1,448 – 3	47	820 4 9	- -	1861	* –	1	1
		644	11,023 19 1	177	3,241 4 7	43 17 7				
NOTTINGHAMSHIRE:										
Mansfield	Dec. 1863	2,105	64,671 1 6	1,465	45,936 14 7	600 – –	1818	1864	1	5
OXON:										
Burford	27 Nov. 1863	311	11,100 2 9	171	6,615 13 10	- -	1826	1864	1	1
Chipping Norton	May 1864	379	5,694 2 2	55	699 16 6	- -	1860	1865	2	5
		690	16,794 4 11	226	7,315 10 4	—				

* *See* Note at end of this Account.

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
ENGLAND—*continued.*			£. s. d.		£. s. d.	£. s. d.				
SALOP:										
Bishops Castle	30 Nov. 1864	150	1,988 13 8	17	506 7 10	- -	1861	1866	1	1
Cleobury Mortimer	Sept. 1863	142	2,580 3 11	55	451 4 6	14 1 7	1859	1863	1	1
Shiffnal	Feb. 1864	565	15,851 2 9	400	9,952 8 6	319 13 3	1819	1864	Fortnightly	3, fortnightly.
		857	20,420 - 4	472	10,910 - 10	333 14 10				
SOMERSET:										
Weston-super-Mare	Feb. 1862	408	3,644 - -	128	2,110 16 8	- -	1860	1862	2	3½
STAFFORDSHIRE:										
Bilston	Feb. 1862	No return from this bank.		316	5,435 9 9	- -	1838	1863	1	2
Walsall	Sept. 1865	1,487	48,492 - 1	882	32,868 17 2	595 - -	1825	1866	1	2
West Bromwich	Dec. 1863	1,943	27,491 1 7	1,376	17,964 13 2	- -	1846	1864	3	7
		3,430	75,983 1 8	2,574	56,269 - 1	595 - -				
SUFFOLK:										
Coddenham	May 1864	602	16,856 1 1	232	6,193 4 3	- -	1818	1865	2	4
Ipswich Penny	Oct. 1862	651	704 5 10	nil	nil	- -	1859	1863	1	2
Southwold	Oct. 1862	143	1,248 16 10	24	318 3 6	- -	1858	* -	Monthly	2, monthly.
		1,396	18,809 3 9	256	6,511 7 9	—				
SURREY:										
Bermondsey	Dec. 1861	563	3,131 8 8	64	1,010 18 3	- -	1856	1862	1	1
Brixton	Dec. 1861	169	1,063 3 4	24	311 4 11	- -	1860	1862	1	1½
Carshalton	Dec. 1863	528	11,198 17 11	234	4,583 4 8	42 13 10	1817	1864	1	1½
Clapham	Dec. 1863	1,447	28,411 9 6	679	12,090 16 6	649 19 1	1816	1864	1	1 to 2
Leatherhead	Jan. 1862	37	808 - 6	2	84 19 3	- -	1860	1862	1	1
Old Kent-road	Feb. 1865	1,979	3,538 12 4	17	668 15 11	- -	1859	* -	1	2
Wandsworth	3 Nov. 1862	427	6,203 12 6	124	2,969 13 6	- -	1816	1864	1	1
		5,150	54,355 4 9	1,144	21,719 13 -	692 12 11				
SUSSEX:										
Cuckfield	Dec. 1862	328	7,191 5 1	175	4,161 7 7	15 - -	1836	1864	1	1
WARWICKSHIRE:										
Birmingham	Dec. 1863	33,102	583,461 9 3	23,690	388,971 8 4	6,231 14 6	1827	1864	4	12
Nuneaton	Aug. 1861	200	1,961 4 10	nil	nil	- -	1856	1861	1	1
Rugby	Feb. 1864	1,668	46,839 7 -	1,444	40,898 13 2	- -	1818	* -	1	2
		34,970	632,262 1 1	25,134	429,870 1 6	6,231 14 6				
WESTMORELAND:										
Ambleside	Jan. 1864	258	2,503 8 8	149	1,346 12 7	- -	1857	1864	1	1
Kirkby Stephen	Dec. 1861	375	6,957 11 5	186	3,041 17 8	- -	1846	1862	Fortnightly	1, fortnightly.
		633	9,461 - 1	335	4,388 10 3	—				
WORCESTERSHIRE:										
Evesham	Jan. 1865	1,008	24,516 3 5	369	12,249 2 3	173 7 10	1839	1865	1	2
YORK (WEST RIDING):										
Clayton, West	Oct. 1863	51	494 11 -	1	62 14 2	- -	1861	1863	1	1
Saddleworth	Feb. 1864	211	6,601 8 -	75	1,940 13 6	- -	1824	1864	1	4
Sedburgh	Dec. 1862	96	1,100 3 7	7	32 - 8	- -	1859	1865	Fortnightly	1½ fortnightly.
		358	8,196 2 7	83	2,035 8 4	—				

* *See* Note at end of this Account.

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Banks.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
WALES:			£. s. d.		£. s. d.	£. s. d.				
CARNARVONSHIRE:										
Carnarvon	May 1862	663	2,650 16 1	1	32 2 4	- -	1854	1863	1	2
Port Madoc	Feb. 1864	206	2,732 8 10	115	110 2 4	- -	1846	1864	2	11
		869	5,383 4 11	116	142 4 8	—				
DENBIGHSHIRE:										
Llangollen	Dec. 1863	213	3,841 4 11	17	418 8 2	- -	1852	1864	Fortnightly	2, fortnightly
FLINTSHIRE:										
Flint	Aug. 1865	109	1,373 19 5	54	1,019 15 11	- -	1860	* -	2	2
GLAMORGANSHIRE:										
Merthyr Tydvil	Feb. 1862	315	3,745 4 -	76	1,021 4 8	- -	1853	1864	1	2
MERIONETHSHIRE:										
Bala	Dec. 1863	574	14,386 11 3	169	4,576 4 10	- -	1849	1864	1	1
Dolgelly	Jan. 1864	759	30,291 5 10	227	8,056 2 11	400 - -	1819	1865	6	36
		1,333	44,677 17 1	396	12,632 7 9	400 - -				
MONTGOMERYSHIRE:										
Machynlleth	Feb. 1862	306	10,166 3 5	123	4,876 6 10	- -	1834	1865	6	36
Newtown	Feb. 1864	135	2,960 4 5	nil	nil	- -	1856	1864	1	3
		441	13,126 7 10	123	4,876 6 10	- -				
SCOTLAND:										
ARGYLLSHIRE:										
Glencoe	May 1862	28	396 16 6	9	215 9 9	- -	1859	1863	1	2
Oban	Feb. 1864	317	6,255 12 6	nil	nil	- -	1840	* -	1	12
		345	6,652 9 -	9	215 9 9	- -				
DUMBARTONSHIRE:										
Dumbarton	24 Nov. 1863	1,276	9,546 5 11	155	83 14 -	- -	1846	1865	2	10
EDINBURGH:										
Leith	4 Nov. 1863	17	189 3 8	40	52 5 6	- -	1841	1863	2	4
INVERNESS:										
Fort William	Feb. 1864	211	2,023 5 9	34	283 - -	- -	1859	1864	1	6
WIGTOWN:										
Stranraer	Jan. 1864	185	1,533 - -	nil	- nil -	- -	1860	1864	4	4
IRELAND:										
ANTRIM:										
Ballymena	May 1865	321	1,455 17 8	nil	nil	- -	1860	1865	1	2
Lisburn	Jan. 1865	118	2,674 9 10	85	1,979 7 10	- -	1838	1865	1	2
		439	4,130 7 6	85	1,979 7 10	—				
DONEGAL:										
Carndonagh	Feb. 1862	40	906 15 6	41	1,002 10 8	- -	1860	1862	2	4
DOWN:										
Castlewellan	Feb. 1865	101	2,001 14 6	nil	nil	- -	1860	1866	1	1¼
TYRONE:										
Strabane:	Feb. 1865	414	16,081 14 9	9	110 6 2	175 - -	1821	1865	1	2
WEXFORD:										
Gorey	April 1862	114	2,550 17 11	44	1,315 10 6	- -	1822	1862	1	1
WICKLOW:										
Bray	Sept. 1863	232	5,050 12 3	34	88 10 1	20 11 8	1819	1865	1	2

* *See* Note at end of this Account.

ABSTRACT.

ENGLAND.

	Number and Amount of Depositors' Balances, on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.
	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.	£. s. d.
Bedford	1,113	29,386 3 3	453	10,518 13 10	—
Bucks	212	3,379 5 3	151	2,289 9 11	—
Cheshire	2,033	70,581 18 11	227	9,711 14 9	175 - -
Cornwall	1,516	54,638 10 8	507	18,228 1 5	—
Derby	281	4,010 3 5	97	2,403 14 1	—
Durham	287	6,617 3 4	nil	nil.	—
Essex	3,354	85,210 12 11	1,675	47,597 4 8	431 4 4
Gloucester	171	4,636 11 11	2	3 11 10	—
Hants	2,424	89,845 13 3	1,184	54,083 8 6	743 - -
Herts	2,577	67,487 18 3	1,200	35,046 1 4	550 - -
Hunts	1,713	54,540 3 11	529	20,676 7 11	—
Kent	10,410	277,588 17 6	6,210	184,850 9 10	1,410 7 4
Lancashire	2,120	66,354 2 8	627	25,552 13 2	—
Leicestershire	1,016	35,888 19 2	876	31,549 19 2	505 - -
Middlesex	7,683	79,321 19 7	3,326	30,594 9 6	—
Monmouth	185	1,726 5 -	nil	nil.	—
Norfolk	644	11,023 19 1	177	3,241 4 7	43 17 7
Nottingham	2,105	64,671 1 6	1,465	45,936 14 7	600 - -
Oxford	690	16,794 4 11	226	7,315 10 4	—
Salop	857	20,420 - 4	472	10,910 - 10	333 14 10
Somerset	408	3,644 - -	128	2,110 16 8	—
Stafford	3,430	75,983 1 8	2,574	56,269 - 1	595 - -
Suffolk	1,396	18,809 3 9	256	6,511 7 9	—
Surrey	5,150	54,355 4 9	1,144	21,719 13 -	692 12 11
Sussex	328	7,191 5 1	175	4,161 7 7	15 - -
Warwick	34,970	632,262 1 1	25,134	429,870 1 6	6,231 14 6
Westmoreland	633	9,461 - 1	335	4,388 10 3	—
Worcester	1,008	24,516 3 5	369	12,249 2 3	173 7 10
York, W. R.	358	8,196 2 7	83	2,035 8 4	—
TOTAL £.	89,072	1,878,541 17 3	49,602	1,079,824 17 8	12,499 19 4

ABSTRACT—*continued.*

WALES.

	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.
	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.	£. s. d.
Carnarvon - -	869	5,383 4 11	116	142 4 8	—
Denbigh - - -	213	3,841 4 11	17	418 8 2	—
Flintshire - - -	109	1,373 19 5	54	1,019 15 11	—
Glamorgan - -	315	3,745 4 —	76	1,021 4 8	—
Merioneth - -	1,333	44,677 17 1	396	12,632 7 9	400 — —
Montgomery - -	441	13,126 7 10	123	4,876 6 10	—
TOTAL - -	3,280	72,147 18 2	782	20,110 8 —	400 — —

SCOTLAND.

Argyllshire - -	345	6,652 9 —	9	215 9 9	—
Dumbarton - -	1,276	9,546 5 11	155	83 14 —	—
Edinburgh - -	17	189 3 8	40	52 5 6	—
Inverness - - -	211	2,023 5 9	34	283 — —	—
Wigtown - - -	185	1,533 — —	nil	nil.	—
TOTAL - -	2,034	19,944 4 4	238	634 9 3	—

IRELAND.

Antrim - - -	439	4,130 7 6	85	1,979 7 10	—
Donegal - - -	40	906 15 6	41	1,002 10 8	—
Down - - -	101	2,001 14 6	nil	nil.	—
Tyrone - - -	414	16,081 14 9	9	110 6 2	175 — —
Wexford - - -	114	2,550 17 11	44	1,315 10 6	—
Wicklow - - -	232	5,050 12 3	34	88 10 1	20 11 8
TOTAL - -	1,340	30,722 2 5	213	4,496 5 3	195 11 8

SUMMARY.

	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.				Number and Amount of Accounts Transferred to Post Office Savings Bank.				Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.		
	No.	Amount.			No.	Amount.					
		£.	s.	d.		£.	s.	d.	£.	s.	d.
England - - -	89,072	1,878,541	17	3	49,602	1,079,824	17	8	12,499	19	4
Wales - - -	3,280	72,147	18	2	782	20,110	8	--	400	-	-
Scotland - - -	2,034	19,944	4	4	238	634	9	3	—		
Ireland - - -	1,340	30,722	2	5	213	4,496	5	3	195	11	8
Total - -	95,726	2,001,356	2	2	50,835 (a)	1,105,066 (a)	-	2	13,095	11	-

Note.—Although the Trustees of the following Savings Banks have closed their Savings Banks for the receipt of deposits, and have paid off the greater number of their depositors, they have not finally closed their accounts with the Commissioners for the Reduction of the National Debt, the undermentioned small amounts, which are in course of gradual reduction, having been due to them on 20th November 1866, viz.:—

	£.	s.	d.
Cheshunt - - - - - - - - - -	18	17	10
Flint - - - - - - - - - - -	6	10	7
Holloway - - - - - - - - - -	339	1	10
Holt - - - - - - - - - - -	103	3	4
Oban - - - - - - - - - - -	73	12	5
Old Kent-road - - - - - - - - -	14	13	9
Pimlico - - - - - - - - - -	23	18	2
Rugby - - - - - - - - - -	140	4	10
Sheerness - - - - - - - - - -	13	7	2
Southwold - - - - - - - - - -	3	4	8

(a) In addition to these Accounts, which were made by *Transfer Certificates* only, it is estimated, by the Post Office Authorities, that 170,000*l.* was also paid in *Cash* by about 8,000 of the Depositors in these closed Savings Banks to the Post Office Savings Banks.

1866.

RETURN from each SAVINGS BANK in *England* and *Wales*, *Scotland*, and *Ireland*, containing the Names of the Officers, their respective Salaries, and other Allowances, if any; the Amount of Security each gives; the Number of Accounts remaining Open; the Total Amount Owing to Depositors; the Total Amount Invested with the Commissioners for the Reduction of the National Debt; the Rate of Interest Paid to Depositors on the various Amounts of Deposit, and the Average Rate of Interest on all Accounts; and the Total Amount of the separate Surplus Fund, on 20th November 1866; also, a LIST of SAVINGS BANKS which have CLOSED; &c.

(Viscount Cranborne.)

Ordered, by The House of Commons, *to be Printed,*
27 *June* 1867.

[*Price* 1 *s.*]

403.

Under 12 *oz.*

NATIONAL DEBT
(SAVINGS BANKS AND FRIENDLY SOCIETIES).

SAVINGS BANKS AND FRIENDLY SOCIETIES:

1.—AN ACCOUNT of the Gross Amount of all Sums Received and Paid by the Commissioners for the Reduction of the National Debt on account of Banks for Savings and Friendly Societies in *Great Britain* and *Ireland*, from their Commencement at 6th August 1817 to the 20th November 1866 inclusive:—Of the Aggregate Amount of the Separate Surplus Fund of all Savings Banks at 20th November 1866, and of the Gross Amount of all Sums Transferred to or Paid out of such Surplus Fund in the course of the Year ended 20th November 1866:—And, of all Expenses incurred by the said Commissioners for Salaries of Clerks, or other Incidental Expenses, during the Year ended 20th November 1866.

2.—AN ACCOUNT, setting forth in detail the whole of the several Transactions which have taken place during the Year ended 20th November 1866, in the Investment of all Moneys which came into the hands of the Commissioners for the Reduction of the National Debt, for Savings Banks and Friendly Societies, and of all the Variations which have taken place during such Year in the Securities held by the said Commissioners for those Institutions.

3.—AN ACCOUNT showing the Aggregate Amount of the Liabilities of the Government to the Trustees of Savings Banks and Friendly Societies respectively, on 20th November 1866, and the Nature, Amount, and Value of the Securities (taken at the Price of that day) held by the Commissioners for the Reduction of the National Debt to meet the same, and the Amount of the Deficiency thereon.

ANNUITIES:

4.—AN ACCOUNT of the Gross Amount of all Bank Annuities and Long Annuities, and any other Annuities for Terms of Years Transferred, and of all Sums paid to the Commissioners for the Reduction of the National Debt; and the Gross Amount of Annuities for Lives and for Terms of Years which have been granted for the same, under the Provisions of the Acts 10 Geo. IV. c. 24, 3 Will. IV. c. 14, 16 & 17 Vict. c. 45, and 27 & 28 Vict. c. 46, within the Year ended 5th January 1867.

MILITARY SAVINGS BANKS:

5.—AN ACCOUNT of the Gross Amount of all Moneys Received and Paid by the Commissioners for the Reduction of the National Debt, and of the Gross Amount of Stock Bought and Sold by and Transferred to the said Commissioners, on account of "The Fund for the Military Savings Banks," pursuant to Act 8 & 9 Vict. c. 27, s. 5, from the 19th September 1845 to the 5th January 1867.

(PRESENTED PURSUANT TO ACTS OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
15 *February* 1867.

— 1. —

SAVINGS BANKS AND FRIENDLY SOCIETIES.

AN ACCOUNT of the Gross Amount of all Sums Received and Paid by the Commissioners for the Reduction of the Commencement at 6th August 1817 to the 20th November 1866 inclusive;

From 6 August 1817 to 20 November 1866 inclusive.	GROSS AMOUNT of all Sums received from Trustees, and Interest credited to them, including Interest up to and due upon 20 Nov. 1866.	GROSS AMOUNT of all Sums paid to Trustees, including Interest.	GROSS AMOUNT of all Sums, Stocks, Funds, Annuities, and other Securities, £. 3 per Cents.	£. 2. 10 s. per Cents.	TOTAL STOCK.	Amount charged on Consolidated Fund, per 26 Vict. c. 25, s. 1, bearing Interest at £. 3 per Cent. per Annum.
	Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.
Great Britain and Ireland - - Savings Banks -	91,666,216 6 7	54,999,083 9 8	2,937,185 5 –	31,900 – –	2,969,085 5 –	24,000,000
Great Britain and Ireland - - Friendly Societies, 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56	5,267,962 5 6	3,720,351 9 9	764,781 5 11	- - -	764,781 5 11	- -
Great Britain Friendly Societies, 13 & 14 Vict. c. 115 - -	362,442 8 4	110,404 5 11	267,244 6 8	- - -	267,244 6 8	- -
Total Friendly Societies - £.	5,630,404 13 10	3,830,755 15 8	1,032,025 12 7	- - -	1,032,025 12 7	- -
TOTAL Savings Banks and Friendly Societies £.	97,296,621 – 5	58,829,839 5 4	3,969,210 17 7	31,900 – –	4,001,110 17 7	24,000,000

Besides the above-named Securities, the following Balances remained uninvested on the 20th November 1866; viz.

AN ACCOUNT of the Aggregate Amount of the Separate Surplus Fund of all Savings Banks, at 20th November 1866; and of the Gross Amount of all Sums Transferred to or Paid out of such Surplus Fund in the course of the Year ended 20th November 1866.

	£.	s.	d.
Balance on Separate Surplus Fund, at 20th November 1865 - - - - -	392,030	8	5
Transferred to Separate Surplus Fund during year ended 20th November 1866 -	10,229	16	10
	402,260	5	3
Paid out of Separate Surplus Fund during year ended 20th November 1866 -	9,060	3	10
Balance at 20th November 1866 - - - £.	393,200	1	5

— 1. —

SAVINGS BANKS AND FRIENDLY SOCIETIES.

NATIONAL DEBT on Account of BANKS for SAVINGS and FRIENDLY SOCIETIES in *Great Britain* and *Ireland*, from their prepared under the following Heads, pursuant to 26 & 27 Vict. c. 87.

standing in the Names of the Commissioners.								
Turkish Guaranteed £. 4 p' Cent. Bonds.	Advanced to Metropolitan Board of Works for Thames Embankment and New Street to the Mansion House, per Act 27 & 28 Vict. c. 61.	Annuities for Terms of Years, ending 5 April 1885.	Red Sea and India Telegraph Annuities.	SUMS PAID for the Purchase of such Stocks, Funds, Annuities, and other Securities.	Incidental Expenses.	TOTAL Sums Paid by Commissioners.	GROSS AMOUNT of Interest or Dividends received by the said Commissioners.	GROSS AMOUNT of Interest paid and credited to Savings Banks and Friendly Societies by such Commissioners, including Interest up to and due upon 20 November 1866.
Col. 7.	Col. 8.	Col. 9.	Col. 10.	Col. 11.	Col. 12.	Col. 13.	Col. 14.	Col. 15.
£.	£.	£. s.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
184,700	100,000	469,782 19	2,200	33,319,194 9 4	20,173 17 4	33,339,368 6 8	37,214,039 6 4	40,195,313 17 6
- -	- -	- -	- -	815,571 17 1	- -	815,571 17 1	1,540,882 8 9	2,270,339 16 -
- -	- -	- -	- -	246,160 - -	- -	246,160 - -	55,103 18 3	53,070 14 7
- -	- -	- -	- -	1,061,731 17 1	- -	1,061,731 17 1	1,595,986 7 -	2,323,410 10 7
184,700	100,000	469,782 19	2,200	34,380,926 6 5	20,173 17 4	34,401,100 3 9	38,810,025 13 4	42,518,724 8 1

	£. s. d.
Balance in Banks of England and Ireland (less Drafts issued, but not paid); Savings Banks, United Kingdom	346,489 19 1
Ditto - Bank of England - - ditto - - ditto - - Friendly Societies, United Kingdom	10,492 17 6
£.	356,982 16 7

AN ACCOUNT of all EXPENSES incurred by the said COMMISSIONERS for SALARIES of CLERKS, or other Incidental Expenses, during the Year ended 20th November 1866.

The CHARGES of MANAGEMENT under this Head are not distinguished from the General Management of the Office of the Commissioners; but, so far as the same can be estimated, they may have amounted to 6,300 *l.*

— 2. —

AN ACCOUNT, setting forth in detail the whole of the several Transactions which have taken place during the Year Reduction of the National Debt for Savings Banks and Friendly Societies, and of all the Variations which

Sums received on Account of Savings Banks.

	For Stock, Exchequer Bills, Exchequer Bonds, and other Securities, Sold and Paid off.							Total Sums Received, including the Premium on Exchequer Bills.
	New £.3 per Cents. Sold.	Consolidated £.3 per Cents. Sold.	Exchequer Supply Bills Sold.	Exchequer Bonds Sold.	Turkish Guaranteed £.4 per Cent. Bonds Paid off.	Annuities for Terms of Years, ending 5 April 1885, Sold.	Bonds for Advances to the Metropolitan Board of Works for the Purposes of the Embankment and Improvement Acts, per 27 & 28 Vict. c. 61, Paid off and Sold.	Price.	
	£. s. d.	£.	£.	£.	£.	£. s. d.	£. s. d.	£.	£. s. d.
Balance in the Bank : 21 November 1865	- -	- -	- -	- -	- -	- -	- - -	-	270,316 - 4
7 December „	- -	- -	30,000	- -	- -	- -	- - -	par	30,000 - -
7 December „	- -	- -	20,000	- -	- -	- -	- - -	par	20,000 - -
18 December „	- -	- -	80,000	- -	- -	- -	- - -	par	80,000 - -
26 December „	83,458 12 1	- -	- -	- -	- -	- -	- - -	87¼	72,817 12 8
17 January - 1866	14,120 2 8	- -	- -	- -	- -	- -	- - -	86¾	12,249 4 3
2 February - „	- -	- -	- -	- -	- -	- -	80,000 - -	-	80,000 - -
10 February - „	- -	- -	100,000	- -	- -	- -	- - -	par	100,000 - -
22 February - „	- -	- -	16,600	- -	- -	- -	- - -	par	16,600 - -
27 February - „	20,000 - -	- -	- -	- -	- -	- -	- - -	87⅜	17,475 - -
1 March - „	8,000 - -	- -	- -	- -	- -	- -	- - -	87¼	6,970 - -
2 March - „	5,450 - -	- -	- -	- -	- -	- -	- - -	85⅝	4,652 18 9
3 March - „	30,300 - -	- -	- -	- -	- -	- -	- - -	85¼	25,830 15 -
7 March - „	50,000 - -	- -	- -	- -	- -	- -	- - -	85¼	42,625 - -
8 March - „	22,129 17 4	- -	- -	- -	- -	- -	- - -	85⅛	18,838 1 -
14 March - „	16,164 17 1	- -	- -	- -	- -	- -	- - -	85¼	13,780 10 9
14 March - „	3,064 12 10	- -	- -	- -	- -	- -	- - -	85¼	2,612 12 1
15 March - „	- -	- -	- -	- -	- -	- -	50,000 - -	-	50,000 - -
21 March - „	9,950 8 6	- -	- -	- -	- -	- -	- - -	85	8,457 17 2
27 March - „	18,113 6 2	- -	- -	- -	- -	- -	- - -	84⅞	15,373 13 5
27 March - „	7,177 14 7	- -	- -	- -	- -	- -	- - -	84¾	6,083 2 6
31 March - „	47,500 - -	- -	- -	- -	- -	- -	- - -	84⅛	39,959 7 6
5 April - „	26,000 - -	- -	- -	- -	- -	- -	- - -	84⅝	22,002 10 -
7 April - „	- -	23,100	- -	- -	- -	- -	- - -	86½	19,981 10 -
19 May - „	- -	- -	- -	- -	- -	- -	170,000 - -	-	170,000 - -
30 May - „	- -	- -	- -	25,000	- -	- -	- - -	-	25,000 - -
1 June - „	116,959 1 3	- -	- -	- -	- -	- -	- - -	85½	100,000 - -
2 June - „	- -	- -	- -	33,000	- -	- -	- - -	-	33,000 - -
6 June - „	4,795 - 1	- -	- -	- -	- -	- -	- - -	85	4,075 15 1
7 June - „	14,100 - -	- -	- -	- -	- -	- -	- - -	85⅛	12,073 2 6
8 June - „	- -	- -	- -	25,000	- -	- -	- - -	-	25,000 - -
9 June - „	- -	- -	- -	45,000	- -	- -	- - -	-	45,000 - -
12 June - „	- -	- -	- -	300,000	- -	- -	- - -	-	298,921 5 -
22 June - „	- -	- -	- -	200,000	- -	- -	- - -	-	199,279 7 -
30 June - „	- -	- -	- -	72,000	- -	- -	- - -	-	71,740 19 -
30 June - „	- -	- -	- -	128,000	- -	- -	- - -	-	126,207 10 -
13 July - „	- -	- -	- -	93,000	- -	- -	- - -	-	93,000 - -
21 July - „	- -	- -	- -	40,000	- -	- -	- - -	-	40,000 - -
4 August - „	- -	- -	- -	50,000	- -	- -	- - -	-	50,000 - -
10 August - „	- -	- -	- -	44,000	- -	- -	- - -	-	44,000 - -
14 August - „	- -	- -	- -	- -	1,700	- -	- - -	-	1,700 - -
15 August - „	- -	- -	- -	20,000	- -	- -	- - -	-	20,000 - -
18 August - „	57,306 11 9	- -	- -	- -	- -	- -	- - -	87¼	50,000 - -
24 August - „	- -	- -	- -	10,000	- -	- -	- - -	-	10,000 - -
28 August - „	26,062 6 6	- -	- -	- -	- -	- -	- - -	88¼	23,000 - -
29 August - „	- -	- -	- -	15,000	- -	- -	- - -	-	15,000 - -
3 September „	13,777 13 6	- -	- -	- -	- -	- -	- - -	87½	12,003 15 11
4 September „	- -	- -	- -	- -	- -	2,801 4 2	- - -	-	37,000 - -
4 September „	17,300 - -	- -	- -	- -	- -	- -	- - -	87	15,051 - -
14 September „	- -	- -	- -	- -	- -	3,025 8 4	- - -	-	40,000 - -
20 September „	- -	- -	- -	- -	- -	3,023 6 8	- - -	-	40,000 - -
1 October - „	- -	- -	- -	- -	- -	3,247 16 10	- - -	-	43,000 - -
9 October - „	- -	- -	- -	- -	- -	1,735 - -	- - -	-	23,000 - -
£.	611,730 4 4	*23,100	246,600	1,100,000	1,700	13,832 16 -	300,000 - -		

Sums received from Trustees during the year ended 20th November 1866 - -	276,756 19 9
Transferred from Post Office Savings Banks - ditto - - ditto - - -	1,831 5 4
Dividends on Stock, and Annuities for Terms of Years, and Interest on Exchequer Bills, Exchequer, Turkish, and other Bonds, received during the year ended 20th November 1866 - - - - - - - - - - -	1,346,783 12 -
£.	4,269,050 7 -

* In addition to the above amount of 23,100 *l.*, 3 *l.* per Cent. Consols sold, there has been transferred to the account of the Post Office 228,307 *l.* 13 *s.* sterling, which the trustees of Savings Banks have, at the request of their depositors, transferred to the Post Office the above Return; but the amount of money thus placed to the account of the Post Office Savings Banks has been converted into stock at the stock also standing to their credit on account of Post Office Savings Banks.

— 2. —

ended 20th November 1866, in the INVESTMENT of all MONEYS which came into the hands of the COMMISSIONERS for the have taken place during such Year, in the Securities held by the said COMMISSIONERS for those Institutions.

INVESTMENTS made and SUMS paid on Account of SAVINGS BANKS.

	In Stock, Exchequer Bills, and other Securities.					Total Sums Paid, including the Premium or Discount on Exchequer Bills, and the Interest accrued to the Day of Purchase.
	New £. 3 per Cents.	Exchequer Supply Bills.	Annuities for Terms of Years, ending 5th April 1885.	Advances to the Metropolitan Board of Works for the Purposes of the Embankment and Improvement Acts, per 27 & 28 Vict. c. 61.	Price.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.	£. s. d.
21 November - 1865	- - -	8,000 - -	- - -	- - - -	7 s. discount	8,079 3 6
1 December - „	- - -	- - -	- - -	100,000 - -	- -	100,000 - -
12 February - 1866	- - -	- - -	7,446 - -	- - - -	- -	100,000 - -
23 April - - „	10,000 - -	- - -	- - -	- - - -	85⅞	8,587 10 -
23 April - - „	10,000 - -	- - -	- - -	- - - -	85¾	8,575 -
17 October - „	- - -	- - -	5,276 5 -	- - - -	- -	70,000 - -
£.	20,000 - -	8,000 - -	12,722 5 -	100,000 - -		295,241 13 6

Drafts paid to Trustees during the year ended 20th November 1866 - - - - - -	3,602,675 13 4
Transfers to Post Office Savings Banks in Cash, exclusive of 228,307 *l.* 13 *s.*, for which *see* Note *	24,164 9 2
Incidental expenses during the year ended 20th November 1866 - - - - - -	478 11 11
Balance in the Bank on 20th November 1866 - - - - - - - - - -	346,489 19 1
£.	4,269,050 7 -

Savings Banks Fund, at various periods during the year ended 20th November 1866, the sum of 262,340 *l.* 19 *s.* 3 *d.* being the equivalent of Savings Banks Fund. These transfers, not being cash transactions, but merely sums written off from one account to the other, do not appear in market price of the day, and transferred from the amount standing to the credit of the Commissioners on account of Savings Banks, to the

Friendly Societies (per 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56).

Sums Received, and Stock Sold in the Year ended 20th November 1866.

	New £. 3 per Cents.	Price.	Total Sums Received.
	£. s. d.	£.	£. s. d.
Balance in the Bank: 21 November 1865	- -	- -	8,960 12 9
1 December „	10,000 – –	87½	8,750 – –
21 December „	5,800 – –	87⅛	5,053 5 –
11 January - 1866	5,000 – –	86¾	4,337 10 –
1 February - „	4,000 – –	86⅝	3,465 – –
19 February - „	5,000 – –	87½	4,375 – –
23 February - „	5,000 – –	87⅝	4,381 5 –
24 February - „	5,000 – –	87½	4,375 – –
27 March - „	5,800 – –	84¾	4,915 10 –
5 May - „	7,100 – –	84⅞	6,026 2 6
10 May - „	10,000 – –	84	8,400 – –
21 May - „	2,450 5 –	84⅞	2,079 13 –
2 June - „	9,011 7 8	85¼	7,682 4 1
14 June - „	6,000 – –	85¾	5,145 – –
16 June - „	27,862 4 3	86	23,961 10 1
21 June - „	7,400 – –	85½	6,327 – –
13 July - „	23,000 – –	86⅝	19,923 15 –
3 August - „	29,100 – –	87	25,317 – –
20 August - „	6,800 – –	87⅜	5,941 10 –
28 August - „	24,589 4 9	88¼	21,700 – –
13 September „	7,100 – –	87	6,177 – –
28 September „	1,705 12 5	87	1,483 17 9
£.	207,718 14 1		
Sums received from Trustees during the year ended 20th November 1866 - - -			1,405 – –
Dividends on Stock received during the year ended 20th November 1866 - - -			25,594 6 –
£.			215,777 1 2

Sums Paid in the Year ended 20th November 1866.

	Total Sums Paid.
	£. s. d.
Drafts paid during the year ended 20th November 1866	213,195 9 9
Balance in the Bank on the 20th November 1866 -	2,581 11 5
£.	215,777 1 2

Friendly Societies (per 13 & 14 Vict. c. 115).

Sums Received, and Stock Sold in the Year ended 20th November 1866.

	New £. 3 per Cents.	Price.	Total Sums Received.
	£.	£.	£. s. d.
Balance in the Bank: 21 November 1865	- -	-	1,215 17 –
28 August - 1866	6,005 13 4	88¼	5,300 – –
£.	6,005 13 4		
Sums received from Trustees during the year ended 20th November 1866			46,189 6 10
Dividends on Stock received during the year ended 20th November 1866			7,762 8 3
£.			60,467 12 1

Sums Paid, and Stock Bought in the Year ended 20th November 1866.

	New £. 3 per Cents.	Price.	Total Sums Paid.
	£.	£.	£. s. d.
21 Dec. - 1865	2,300	87⅛	2,003 17 6
1 Feb. - 1866	4,000	86⅝	3,465 – –
19 Feb. - „	4,500	87½	3,937 10 –
24 Feb. - „	1,200	87½	1,050 – –
27 March - „	5,800	84¾	4,915 10 –
17 April - „	4,700	84⅝	3,977 7 6
3 Aug. - „	10,300	87	8,961 – –
13 Sept. - „	1,100	87	957 – –
£.	33,900		29,267 5 –
Drafts paid during the year ended 20th November 1866 - -			23,289 1 –
Balance in the Bank on the 20th November 1866 - - -			7,911 6 1
£.			60,467 12 1

— 3. —

AN ACCOUNT showing the AGGREGATE AMOUNT of the LIABILITIES of the GOVERNMENT to the TRUSTEES of SAVINGS BANKS and FRIENDLY SOCIETIES respectively, on 20th November 1866, and the Nature, Amount, and Value of the Securities (taken at the Price of that Day) held by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT to meet the same, and the Amount of the Deficiency thereon.

	Amount of Principal Money Received from and Interest Credited to the Trustees, including Interest due upon the 20th November 1866.	Amount of Principal and Interest Money paid to the Trustees, including Surplus Fund Drafts.	Amount of Money, Principal and Interest, due to the Trustees by the Commissioners on the 20th November 1866, including 393,200*l.* 1 *s.* 5 *d.* standing to the Credit of the Trustees on the Separate Surplus Fund Account.	Value of the Securities held by the Commissioners on the 20th November 1866, at the Prices of that Day, to provide the Amount due by the Commissioners to the Trustees, for Principal and Interest. (*See* Detail below.)	Amount of Deficiency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
UNITED KINGDOM, Savings Banks	91,666,216 6 7	54,999,083 9 8	36,667,132 16 11	33,392,270 14 –	3,274,862 2 11
UNITED KINGDOM, Friendly Societies, 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56 - - -	5,267,962 5 6	3,720,351 9 9	1,547,610 15 9	675,302 17 8	872,307 18 1
GREAT BRITAIN, Friendly Societies, 13 & 14 Vict. c. 115 - -	362,442 8 4	110,404 5 11	252,038 2 5	243,895 16 6	8,142 5 11
TOTAL FRIENDLY SOCIETIES £.	5,630,404 13 10	3,830,755 15 8	1,799,648 18 2	919,198 14 2	880,450 4 –
TOTAL { SAVINGS BANKS and FRIENDLY SOCIETIES } £.	97,296,621 – 5	58,829,839 5 4	38,466,781 15 1	34,311,469 8 2	4,155,312 6 11*

Securities held by the Commissioners.	Amount.	Price on 20th Nov. 1866.	Money Value of Securities.
ON ACCOUNT OF SAVINGS BANKS:	£. s. d.	£.	£. s. d.
Consolidated 3 per Cent. Stock	2,847,683 9 6	90¼	2,570,034 6 8
New 3 per Cent. Stock	89,501 15 6	87⅞	78,649 13 8
New 2½ per Cent. Stock	31,900 – –	71¾	22,888 5 –
Amount charged on Consolidated Fund, per 26 Vict. c. 25, s. 1	24,000,000 – –	par	24,000,000 – –
Turkish Guaranteed 4 per Cent. Bonds	184,700 – –	99	182,853 – –
Advanced to Metropolitan Board of Works for Thames Embankment and New Street to the Mansion House, per Act 27 & 28 Vict. c. 61	100,000 – –	par	100,000 – –
Annuities for Terms of Years, expire 5 April 1885	469,782 19 –	12⅞	6,048,455 9 7
Red Sea and India Telegraph Annuities	2,200 – –	19½	42,900 – –
Balance in Banks of England and Ireland			346,489 19 1
		TOTAL £.	33,392,270 14 –
ON ACCOUNT OF FRIENDLY SOCIETIES, 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56:			
Consolidated 3 per Cent. Stock	28,200 – –	90¼	25,450 10 –
Reduced 3 per Cent. Stock	182,500 – –	87⅞	160,371 17 6
New 3 per Cent. Stock	554,081 5 11		486,898 18 9
Balance in Bank of England			2,581 11 5
		TOTAL £.	675,302 17 8
ON ACCOUNT OF FRIENDLY SOCIETIES, 13 & 14 Vict. c. 115:			
Consolidated 3 per Cent. Stock	48,150 – –	90¼	43,455 7 6
Reduced 3 per Cent. Stock	73,800 – –	87⅞	64,851 15 –
New 3 per Cent. Stock	145,294 6 8		127,677 7 11
Balance in Bank of England			7,911 6 1
		TOTAL £.	243,895 16 6

* The Stock held by the Commissioners has always been valued (because that mode of valuation is prescribed by the Statute) in these Accounts at the Prices on 20th November in each year, whatever those Prices may be. If those Prices be higher at one period than another, in the same degree will the value of the Securities appear to be greater or less, and so of the Balance deficient. The Prices of Stock on 20th November 1865 and 20th November 1866, were as follows:—

	1865	1866
Consolidated 3 per Cents.	89⅜	90¼
Reduced 3 per Cents.	87⅝	87⅞
New 3 per Cents.	87⅜	87⅞
New 2½ per Cents.	70½	71¾
Turkish Guaranteed 4 per Cent. Bonds	par	99
Annuities for Terms of Years, expire 5 April 1885	13 11/16	12⅝
Red Sea and India Telegraph Annuity	19 11/16	19½

Upon this principle the Balance deficient on 20th November 1866 is made to appear 4,155,312*l.* 6 *s.* 11 *d.*; while the same principle made it appear 3,871,136*l.* 15 *s.* on 20th November 1865.

B. DISRAELI.
H. L. HOLLAND, Gov.
THOS. N. HUNT, Dep. Gov.
} Commissioners.

National Debt Office,
13 February 1867.

A. Y. Spearman,
Comptroller General.

— 4. —

ANNUITIES.

AN ACCOUNT of the GROSS AMOUNT of all BANK ANNUITIES and LONG ANNUITIES, and any other ANNUITIES for TERMS of YEARS transferred, and of all Sums paid to the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT; and the GROSS AMOUNT of ANNUITIES for LIVES and for TERMS of YEARS which have been granted for the same, under the Provisions of the Acts 10 Geo. IV. c. 24, 3 Will. IV. c. 14, 16 & 17 Vict. c. 45, and 27 & 28 Vict. c. 46, within the Year ending 5 January 1867.

	TRANSFERRED AND PAID TO THE COMMISSIONERS.					ANNUITIES GRANTED.	
	£. 3 per Cent. Consols.	£. 3 per Cent. Reduced.	New £. 3 per Cents.	TOTAL STOCK.	Money Paid, including Commission.	Immediate.	Deferred.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
For Life Annuities, per 10 Geo. IV. c. 24	115,076 16 7	40,728 – –	66,634 4 –	222,439 – 7	174,294 8 11	35,437 16 –	—
For Life Annuities, per 3 Will. IV. c. 14, 16 & 17 Vict. c. 45, and 27 & 28 Vict. c. 46	– – – –	– – – –	– – – –	– – – –	94,477 16 10	7,965 6 6	16 – –
Transferred and paid for Life Annuities £.	115,076 16 7	40,728 – –	66,634 4 –	222,439 – 7	268,772 5 9	43,403 2 6	16 – –
For Annuities for Terms of Years, per 10 Geo. IV. c. 24	3,182 – –	6,797 – –	– – – –	9,979 – –	1,651 – 8	1,050 15 –	25 – –
For Annuities for Terms of Years, per 3 Will. IV. c. 14	—	—	—	—	—	—	—
Transferred and paid for Annuities for Terms of Years £.	3,182 – –	6,797 – –	– – – –	9,979 – –	1,651 – 8	1,050 15 –	25 – –
JOINTLY £.	118,258 16 7	47,525 – –	66,634 4 –	232,418 – 7	270,423 6 5	44,453 17 6	41 – –

National Debt Office,
13 February 1867.

A. Y. Spearman,
Comptroller General.

B. DISRAELI.
H. L. HOLLAND, Gov.
THOS. N. HUNT, Dep. Gov.
} Commissioners.

— 5. —

MILITARY SAVINGS BANKS.

AN ACCOUNT of the GROSS AMOUNT of all MONEYS Received and Paid by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT, and of the Gross Amount of STOCK Bought and Sold by and Transferred to the said COMMISSIONERS on account of "The FUND for the MILITARY SAVINGS BANKS," pursuant to Act 8 & 9 Vict. c. 27, s. 5, from the 19th September 1845 to the 5th January 1867.

	Consolidated £. 3 per Cents.	Reduced £. 3 per Cents.	New £. 3 per Cents.	TOTAL STOCK.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Transferred to the Commissioners by the Paymaster-General - - -	15,062 18 8	- - -	- - -	15,062 18 8
Purchased with the Money received from the Paymaster-General, and with the Amount of accumulated Dividends as received - - - - - -	104,394 17 7	93,409 1 4	248,760 15 4	446,564 14 3
TOTAL STOCK bought and transferred - - - - - -	119,457 16 3	93,409 1 4	248,760 15 4	461,627 12 11
TOTAL STOCK sold by order of the Secretary of State for War - -	78,118 5 10	- - -	28,465 8 8	106,583 14 6
TOTAL STOCK at the Account of "The Fund for the Military Savings Banks" at 5th January 1867 - - - - - - £.	41,339 10 5	93,409 1 4	220,295 6 8	355,043 18 5

	CASH RECEIVED.
	£. s. d.
Total Sums received and applied by the Commissioners to the Purchase of 446,564 *l.* 14 *s.* 3 *d.* £. 3 per Cent. Stock, as above - - - - - - - - - - -	418,094 12 3
Deduct the Value received for 106,583 *l.* 14 *s.* 6 *d.* £. 3 per Cent. Stock, sold by order of the Secretary of State for War - - - - - - - - - - - -	98,969 2 11
£.	319,125 9 4

B. DISRAELI,
H. L. HOLLAND, Gov.
THOS. N. HUNT, Dep. Gov.
} Commissioners.

National Debt Office,
13 February 1867.

A. Y. Spearman,
Comptroller General.

NATIONAL DEBT
(SAVINGS BANKS AND FRIENDLY SOCIETIES).

ACCOUNTS of the Gross Amount of all Sums Received and Paid by the Commissioners for the Reduction of the National Debt on account of Banks for Savings and Friendly Societies in *Great Britain* and *Ireland*; of the Gross Amount of all Bank Annuities and Long Annuities, and any other Annuities for Terms of Years Transferred, and of all Sums of Money paid to the Commissioners for the Reduction of the National Debt; and the Gross Amount of Annuities for Lives and for Terms of Years which have been granted for the same; and of the Gross Amount of all Sums Received and Paid by the Commissioners on account of "The Fund for the Military Savings Banks;" &c.

(*Presented pursuant to Acts of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
15 *February* 1867.

53.

Under 1 *oz.*

SEA FISHERY (SCOTLAND AND IRELAND).

RETURN to an Order of the Honourable The House of Commons dated 8 April 1867;—*for*,

RETURN "of the Gross Amount granted by Parliament for Encouragement of SEA FISHERY in *Scotland* for Ten Years, and of any Fees levied on the Fishing Trade and payable into the Exchequer:"

"And, similar RETURN for *Ireland* for Ten Years ending 1866."

RETURN of the Gross Amount granted by Parliament for Encouragement of the SEA FISHERY in *Scotland* for the last Ten Years, and of any Fees levied on the Fishing Trade and payable into the Exchequer.

YEARS.	Sums Granted by Parliament for Fisheries.	Sums Granted by Parliament for Piers or Quays.	Gross Amount Granted by Parliament.	Fees Levied on Branded Barrels of Herrings.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Year ended 31 March 1857	10,500 – –	3,000 – –	13,500 – –	– – nil.
„ „ 1858	11,000 – –	3,000 – –	14,000 – –	– – nil.
„ „ 1859	10,822 12 –	3,000 – –	13,822 12 –	2,648 – 1
„ „ 1860	11,004 7 –	3,000 – –	14,004 7 –	3,870 9 5
„ „ 1861	10,282 15 –	3,000 – –	13,282 15 –	4,427 6 2
„ „ 1862	10,018 – –	3,000 – –	13,018 – –	5,785 2 5
„ „ 1863	10,588 16 8	3,000 – –	13,588 16 8	4,618 16 –
„ „ 1864	12,024 – –	3,000 – –	15,024 – –	3,628 6 6
„ „ 1865	12,229 – –	3,000 – –	15,229 – –	3,616 – 2
„ „ 1866	12,396 10 –	3,000 – –	15,396 10 –	4,163 8 10
TOTAL - - - £.	110,866 – 8	30,000 – –	140,866 – 8	32,757 9 7

Board of Fisheries, Edinburgh, 17 April 1867.

B. F. Primrose, Secretary.

RETURN of the Gross Amount granted by Parliament for Encouragement of the SEA FISHERY in *Ireland*, and of Fees levied on the Fishing Trade and payable into the Exchequer, for Ten Years ending 1866–67.

YEARS.	Parliamentary Grants.	Fees Levied, paid into the Exchequer.
	£. s. d.	
1857-58 - - - - -	1,510 – –	Nil.
1858-59 - - - - -	1,500 – –	
1859-60 - - - - -	1,540 – –	
1860-61 - - - - -	1,500 – –	
1861-62 - - - - -	1,580 – –	
1862-63 - - - - -	970 – –	
1863-64 - - - - -	1,060 – –	
1864-65 - - - - -	850 – –	
1865-66 - - - - -	900 – –	
1866-67 - - - - -	950 – –	
£.	12,360 – –	

The above sum provides solely for the salary of the Inspecting Commissioner of Fisheries, and for incidental expenses specially chargeable to the Fisheries of Ireland; but it does not include any portion of the salaries of the Board and its officers, who, in conjunction with the Inspecting Commissioner, carry out the varied and extensive duties in connection with the Irish Fisheries.

During the same period the Board, with the sanction of the Treasury, have also appropriated grants in aid of building fishery piers, amounting to 14,290 *l.*, out of a grant sanctioned by Parliament in 1847, pursuant to the Act 10 & 11 Vict. c. 75.

Office of Public Works, Dublin, 27 April 1867.

W. B. Soady, Accountant.

SEA FISHERY
(SCOTLAND AND IRELAND).

RETURN of the Gross Amount granted by Parliament for Encouragement of Sea Fishery in *Scotland* for Ten Years, and of any Fees levied on the Fishing Trade and payable into the Exchequer; and, similar Return for *Ireland* for Ten Years ending 1866.

(*Sir Henry Winston Barron.*)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1867.

SEAMEN'S SAVINGS BANK.

AN ACCOUNT of all DEPOSITS Received and Repaid by the BOARD of TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, during the Year ended 20th November 1866, and of the Interest thereon.

Note.—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

RECEIPTS.

	£.	s.	d.
To Balance on 20th November 1865 - - - - - - - - - -	44,714	16	10
To Amount received from Depositors during the year ended 20th November 1866 - - - - - - - - - - - - - - -	24,040	6	5
To Amount of Interest received from the National Debt Office for the year ended 20th November 1866 - - - - - - - - - -	1,463	–	9
£.	70,218	4	–

PAYMENTS.

	£.	s.	d.	£.	s.	d.
By Amount of Repayments during the year ended 20th November 1866 -						22,802 10 11
By Balance as under - - - - - - - - - - - - - -						47,415 13 1
Viz.:—						
Invested with Commissioners for the Reduction of the National Debt - - -	46,557	13	2			
In hands of Her Majesty's Paymaster General - - -	857	19	11			
£.	47,415	13	1			
Due to 1,410 Depositors, including Interest to 20th November 1866,				46,331	15	2
Surplus Interest - -				1,083	17	11
£.				47,415	13	1
£.						70,218 4 –

Board of Trade,
12 April 1867.

H. R. Williams,
Accountant.

SEAMEN'S SAVINGS BANK.

ACCOUNT of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1856, during the Year ended 20th November 1866, and of the Interest thereon.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
8 *May* 1867.

SOCIETIES.

RETURN to an Address of the Honourable The House of Commons, dated 8 February 1867;—*for*,

"RETURN of Number of SOCIETIES which have deposited their RULES with the REGISTRARS of FRIENDLY SOCIETIES, in *England*, *Scotland*, and *Ireland*, respectively, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established."

(So far as relates to SOCIETIES in ENGLAND).

(*Mr. Russell Gurney.*)

Ordered, by The House of Commons, *to be Printed*, 21 *February* 1867.

RETURN of Number of SOCIETIES which have deposited their RULES with the REGISTRAR of FRIENDLY SOCIETIES in *England*, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established.

Since the passing of the 18 & 19 Vict. c. 63, on 23rd July 1855, 389 societies have deposited their rules with the Registrar of Friendly Societies in England, under section 44 of that Act.

Of this number the following is a list of those societies (363) which have been established for one or more of the purposes mentioned in section 9 of that Act; viz.:—

NAME OF SOCIETY.	RULES, when Deposited.
BEDFORDSHIRE:	
Women's Benefit Society, Silsoe	22 Jan. 1859
Friendly Society, Mrs. Austin's, Wymington.	1 Mar. 1864
BUCKINGHAMSHIRE:	
Benefit Society, Westbury	23 Jan. 1862
Locomotive Department Provident Sick Society, Wolverton.	1 July 1862
CAMBRIDGESHIRE:	
Friendly Society, Little Wilbraham	2 Mar. 1859
Wisbech District, L. O. A. Shepherdesses, Wisbech.	29 Jan. 1862
CHESHIRE:	
Court 105, A. O. F., White Lion Inn, Disley.	5 Nov. 1858
Macclesfield, Hurdsfield, and Sutton, No. 2, Independent Burial Society, Bull's Head Inn, Macclesfield.	20 Mar. 1856
Wesleyan Sick and Burial Society, Wesleyan Schoolroom, Portwood.	19 Mar. 1859
Independent Friendly Society, Leigh Arms Inn, Sale.	16 Feb. 1859
Independent Bramhall Friendly Society, Crown Inn, Stockport Great Moor.	25 Sept. 1857
Provident Burial Society, Black Lion Inn, Middle Hillgate, Stockport.	16 Feb. 185
CORNWALL:	
United Permanent, Coopers' Arms Inn, Millbrook.	4 May 1857
CUMBERLAND:	
Carlisle District, I. U. O. Mechanics, Longtown.	1 July 1860
Border Chieftain Lodge, I. U. O. Mechanics, Mechanics' Hall, Longtown.	8 Aug. 1860
Northern Benevolent Lodge, I. U. O. Mechanics, Grey Coat Inn, English-street, Carlisle.	12 July 1860
Cumberland Star Lodge, I. U. O. Mechanics, Red Lion Inn, Botchergate, Carlisle.	29 July 1860
Lanercost Benevolent Lodge, I. U. O. Mechanics, Merry Thorn Inn, Kirkcambeck.	29 July 1860
Humane Lodge, I. U. O. Mechanics, White Lion Inn, Cumwhitton.	13 July 1860
CUMBERLAND—*continued.*	
Castleton Humane Lodge, I. U. O. Mechanics, Mechanics' Hall, Floriston.	12 July 1860
City District, A. O. F., Carlisle	31 Oct. 1860
DERBYSHIRE:	
Court 2,693, A. O. F., Foresters' Arms Inn, Mellor.	30 April 1859
Industrious Bee Lodge, N. A. I. U. O. O. F., Fountain Tavern, Millford.	21 April 1859
Disley and New Mills District, A. O. F., Mr. Wm. Platts, Tor Top, New Mills.	28 June 1860
Sanctuary, 256 A. O. S., Crown Inn, Market-street, New Mills.	1 Aug. 1859
Coronation Lodge, U. A. O. Druids, Three Horseshoes Inn, Ripley.	14 Sept. 1858
Social Design Lodge, U. A. O. Druids, White Hart Inn, Duffield.	1 Nov. 1864
DEVONSHIRE:	
New Mount Edgcumbe Friendly Society, Coopers' Arms Inn, Millbrook.	24 Nov. 1857
Friendly Society of Men, Roborough	27 June 1862
United Provident Society, Dartmouth	9 Feb. 1867
Royal Naval Engineers' Pension Society, 32, St. Aubyn-street, Devonport.	25 June 1866
DURHAM:	
East Boldon Annual Friendly Society, Black Bull Inn, East Boldon.	30 April 1859
Friendly Society of Women, Mr. G. Howes, Great Lumley.	18 Jan. 1858
West Boldon Annual Benefit Society, Lion Inn, West Boldon.	18 Jan. 1866
District Incidental Fund, N. A. S. U. O. O. F., 166, High-street, Sunderland.	9 April 1866
GLOUCESTERSHIRE:	
Philanthropic Coopers, Sick and Burial Society, Angel Inn, High street, Bristol.	27 April 1858
Progressive Grand Lodge, I. O. O. F. M. U., Full Moon Tavern, Broad-street, Bristol.	10 Nov. 1860
Sick and Burial Society, Swan Inn, Woolastone.	20 Nov. 1863
Clerks and Warehousemen's Mutual Provident Association, Athenæum, Corn-street, Bristol.	6 April 1865
Annual Benevolent Society, King's Head Inn, Dunkirk.	24 Nov. 1865
Friendly Society, George Inn, Kempsford.	2 July 1866

Name of Society.	Rules, when Deposited.
Hampshire:	
Mutual Provident Association, Andover -	12 Nov. 1858
Hertfordshire:	
Court 3,050, A. O. F., Green Dragon Inn, Hertford.	29 Jan. 1859
Court 4,258, A. O. F., Wellington Inn, Barnet.	19 April 1864
Amicable and Brotherly Society, Hoops Inn, Therfield.	31 July 1865
Kent:	
Social Druids of Kent, Lodge U. A. O. D., London Tavern, High-street, Chatham.	5 March 1862
Amicable Society, Plough Inn, Crayford.	17 June 1863
Hope of Eynsford, M. U., Harrow Inn, Eynsford.	11 Feb. 1864
Accident Fund, Men's, Maudsley's Yard, East Greenwich.	5 Sept. 1865
United Brotherhood of Paper-makers, Paper Mill Inn, Tovil.	19 Sept. 1865
Lancashire:	
Earl of Oxford Family Burial, 46, Vernon-street, Ardwick.	13 Aug. 1857
English Union Branch Burial, George and Dragon Inn, Ashton Lane, Ardwick.	6 May 1858
Valentine's Glory Lodge, A. N. O. U. O. F., Seneley Green, Ashton-in-Makerfield.	16 April 1860
Purity Lodge, U. F. G., Astley Arms Inn, Astley.	15 Jan. 1859
Church Sunday School Sick and Burial Society, Barton.	29 July 1858
Philanthropical Society, Bowling Green Inn, Peel Green, Barton-upon-Irwell.	25 May 1860
Burial Society, Methodist Sunday School, Lately Common, Bedford.	24 Feb. 1857
Friendly Society of Iron-moulders of England, Ireland, and Wales, Bolton-le-Moors.	21 Aug. 1858
Rose of Bradford Lodge, N. I. O. O. F., Stag Inn, Bradford.	14 April 1858
Royal Albert Lodge, N. I. O. O. F. Church Inn, Bradford.	19 Oct. 1859
National Independent Order of Odd Fellows, Albert Inn, Moreton-street, Chorlton-upon-Medlock.	6 July 1857
Queen Victoria Lodge of Female Florists, Queen's Arms Inn, Bickershaw, Abram.	21 Sept. 1865
Duchess of Manchester Lodge, I. O. O. F. M. U., Bird in-Hand Inn, Great Ancoats-street, Manchester.	10 Jan. 1861
Humane Burial Society, Chapel House Inn, Gorton, near Manchester.	13 Feb. 1861
Court 59, A. O. F., Old Windmill Inn, Newton-street, Manchester.	11 April 1861
Bethesda Lodge, A. F. G., Falcon Inn, Littleborough.	19 April 1861
Friendly Society, Messrs. Jones, Quiggin & Co., Ship Yard, Sefton-street, Liverpool.	13 May 1861
Clerks' Mutual Provident Association, Slater Court, 5, Castle-street, Liverpool.	29 May 1861
Farmers' Glory Lodge, N. I. O. O. F., Bradford, near Openshaw.	25 June 1861

Name of Society.	Rules, when Deposited.
Lancashire—*continued.*	
Trinity Hall, No. 1, U. Order Catholic Brethren, Blackburn Unity, Blackburn.	10 Aug. 1861
Good Intent Lodge, N. I. O. O. F., Junction Inn, Hyde-road, West Gorton.	5 March 1862
Lily of the Valley Lodge, U. F. G., Swan Inn, Chowbent.	30 July 1859
A Society, General Elliot Inn, Croft -	2 July 1857
Charitable Burial Society, King's Head Inn, Lane-end, Droylesden, Manchester.	18 July 1856
Britannia Lodge, N. I. O. O. F., King's Head Inn, Eccles.	7 Aug. 1856
Napier Lodge, Greenheys, near Manchester.	18 Sept. 1857
Court 2,540, A. O. F., Welcome Inn, Upper Medlock-street, Hulme.	12 March 1857
National I. O. Odd Fellows, Hulme -	22 Dec. 1855
Good Intent Burial Society, George and Dragon Inn, Lower Moss-lane, Hulme.	15 Jan. 1856
Friendly Burial Society, Greyhound Inn, Chester-road, Hulme.	22 Feb. 1856
Christchurch Claughton Christian Fellowship Society, Claughton.	31 July 1862
Lord Byron Lodge, G. U. O. O. F., New Inn, Sudell-street, Manchester.	14 Aug. 1862
District G. U. O. O. F., Manchester -	6 Aug. 1862
Poor Man's Friend Lodge, Wigan Lodge, Buck i' th'Vine Inn, Hindley.	26 Jan. 1863
May it Blossom Lodge, O. D., Odd Fellows' Arms Inn, Every-street, Manchester.	7 Feb. 1863
U. O. Free Gardeners, Blackburn - -	6 March 1863
Court 179, A. O F., Manchester - -	16 Feb. 1860
Friend-in-Need Lodge, Female Foresters, Woolpack Inn, near Haslingden.	26 March 1863
Rose and Pink Lodge of Female Florists, Mr. John Battersby's, Welsh Hill, Leigh.	12 Oct. 1858
Independent U. O. of Mechanics, 274, Scotland place, Liverpool.	6 Feb. 1856
U. O. Female Rechabites, Liverpool -	19 Feb. 1856
City Manchester Burial Society, 51, Back Piccadilly, Manchester.	19 Nov. 1856
Providence Lodge, N. I. O. O. F., Engravers' Arms Tavern, Gee-street, Cross-street, Manchester.	23 Feb. 1857
Humphrey Cheetham, Family Burial Society, White Lion Inn, Thomas-street, Manchester.	19 March 1857
Third Temperance Burial Society, 28, Brown street, Manchester.	18 July 1857
Robert Naylor Lodge, N. I. O. O. F., Navigation Inn, Great Ancoats-street, Manchester.	15 May 1857
Warehousemen and Clerks' Provident Association, 26, Market-street, Manchester.	20 Aug. 1857
Manchester Arms Burial Society, White Lion Inn, Thomas-street, Manchester.	21 Sept. 1857
Trafalgar Lodge, N. I. O O. F., Sun Inn, Smithfield-market, Manchester.	25 Nov. 1857
Lodge 848, G. U. O. O. F. Society, New Inn, Barnes Green, near Manchester.	31 March 1858
Manchester, No. 1 District, Order of Druids, Manchester.	1 June 1863
Manchester and Salford Independent Burial Society, Manchester Arms Inn, Long Millgate, Manchester.	17 July 1863
Golden Fleece Lodge, A. O. S. A. U. Seven Stars Inn, York-street, Hulme.	19 Aug. 1863
Venture Lodge, N. O. I. O. F., Greyhound Inn, Little Marsden.	19 Aug. 1863

Name of Society.	Rules, when Deposited.
Lancashire—*continued.*	
District N. I. O. O. F., Openshaw - -	20 Nov. 1863
Funeral Funds Lands, Openshaw District, I. O. O. F., Openshaw.	20 Nov. 1863
Hope Lodge, N. I. O. O. F., Odd Fellows Hall, Newchurch.	1 Dec. 1863
Light Moon Lodge, A. N. O. U. O. F., Ashton in Mackerfield.	18 Feb. 1864
Prince Consort Lodge, N. I. O. O. F., Gorton Brook Hotel, Gorton Brook.	24 Feb. 1864
Star of Brunswick, O. D., Cemetery Hotel, Stacksteads.	22 April 1864
Scotch Church Funeral Society, Manchester.	10 Sept. 1858
Bradford Friendship Lodge, N. I. O. O. F., Albert Inn, Ridgway-street, Manchester.	26 Jan. 1859
Court 59, A. O. F., Haunch of Venison Inn, Dale Street, Manchester.	7 April 1859
Heart of Oak Lodge Family Burial Society, Clarendon Inn, Oxford-road, Manchester.	19 April 1859
Chalmers' Presbyterian Church, Mill-street, Manchester Sabbath School, Manchester.	6 Feb. 1859
Prince of Wales Lodge, G. U. O. O. F., Hop Pole Inn, Hardman-street, Manchester.	26 March 1860
King of the Forest Lodge, N. I. O. O. F., Ellesmere Inn, Dawson-street, Manchester.	5 June 1860
Humphrey Cheetham, Lodge N. I. O. O. F., Manchester.	13 Nov. 1856
Marsden Annuity Society, Nelson Inn, Nelson, Marsden.	4 June 1859
Economical Burial Society, George Inn, Mossley.	22 May 1858
Economical Burial Society, Mr. W. Dunkerley's, Mossley.	19 June 1858
Manchester District Sickness Benefit Association, N. A. I. U. O. O. F., White Hart Inn, Great Ancoats-street, Manchester.	6 May 1864
Sick and Burial Society, Lever-street Sunday-school, Manchester.	17 June 1864
Pride of England, Div. S. T., Lum-street, Bolton.	1 Sept. 1864
Methodist Sick and Burial Society, Lever-street, Manchester.	17 June 1864
Prince of Wales Lodge, O. D., George and Dragon Inn, Livesey-street, Manchester.	17 Jan. 1865
Burial Fund, Wigan District, and Orangemen, Wigan.	14 Feb. 1865
Sir Rowland Hill Lodge, O. D., Waggon and Horses Inn, Rochdale road, Manchester.	10 March 1865
Funeral Fund, U. F. G., Lee and Chowbent District.	13 March 1865
Blooming Tree Lodge, O. D., Albert Inn, Bradford.	24 April 1865
Old and Original Affectionate Burial Society, Boathouse Hotel, Salford.	23 June 1865
Newton in Mackerfield Burial Society, Blue Bell Inn, Newton.	19 Feb. 1859
Benevolent Sick and Funeral Society, Greaves-street, Townfield and Glodwick Sunday School, Oldham.	29 March 1859
Mother to the Distressed Lodge, I. O. O. F. M. U., Barley Mow Inn, Pitt-street, Preston.	23 March 1857
U. O. Catholic Brethren, Blackburn Unity, White Hart Inn, Preston.	26 April 1860
Equity and Economy Reformed Penny Club, Boathouse, Oldfield-road, Salford.	28 Aug. 1858
Lancashire—*continued.*	
The Old and Original Affectionate Society, Bolton Canal Packet House, Oldfield-road, Salford.	28 Aug. 1858
Manchester Arms Burial Society, White Lion Inn, Thomas-street, Manchester.	13 Aug. 1860
Botanical Rose of Sharon Lodge, U. O. F. G., Victoria Inn, Westleigh.	16 Aug. 1860
Good Intent Lodge, Ancient Shepherds, Mossley, near Manchester.	26 Aug. 1860
Bradford Friendship Lodge, N. I. O. O. F., Farm Yard Tavern, Bradford-road, Manchester.	20 Sept. 1860
Philanthropic Lodge, N. I. O. O. F., Manchester.	6 Oct. 1860
St. George Lodge, N. I. O. F., Eagle Inn, Stratford New-road, Hulme, Manchester.	1 Jan. 1866
Duke of Bridgewater Lodge, G. U. O. O. F., Bridgewater Arms Inn, Wallgate, Wigan.	1 Jan. 1866
District Funeral Fund, U. F. G., Droyesden.	1 Feb. 1866
Manchester District, O. D. Club, Pendleton.	2 March 1866
Mt. Gilead Lodge, N. I. O. F., Manchester.	8 May 1866
Court 154, A. O. F., Forester's Home, Ancoats-street, Manchester.	18 May 1866
Liverpool Mill Sawyers' Beneficial Benevolent Association, 74, Gt. Crosshall-street, Liverpool	6 July 1865
Ship Sawyers' Friendly Trade and Burial Society, 4, Jackson-street, Toxteth Park, Liverpool.	30 Jan. 1856
Mersey Ship Joiners' Association, 62, Renshaw-street, Liverpool.	26 Feb. 1861
Friendly Society of Operative Plasterers, Railway Inn, Deansgate, Manchester.	7 Dec. 1866
Artizan's and Tradesman's General Assurance Association, 22, Kennedy-street, Manchester.	6 Sept. 1866
Leicestershire:	
Hosier Warehousemen's Society, 11, Ashwell-street, Leicester.	11 Sept 1856
Lincolnshire:	
District U. A. O. D., Great Grimsby -	1 June 1863
Griffin Lodge, N. A. I. U. O. O. F., Griffin Inn, Irnham.	3 June 1863
Bridgewater Lodge, N. A. I. U. O. O. F., White Swan Inn, Great Grimsby.	17 Aug. 1864
District I. O. O. F. K. U., Apollo Inn, Grimsby.	11 Oct. 1864
Poor Man's Friend Lodge, White Swan Inn, Long Bennington.	23 Dec. 1864
Dysart Lodge, N. A. I. U. O. O. F., Blue Bull Inn, Grantham.	6 Feb. 1865
St. Alban's Lodge, N. A. I. U. O. O. F., Blue Bell Inn, Pickworth.	24 Feb. 1865
Spittlegate Perseverance Lodge, N. A. I. U. O. O. F., Three Tuns Inn, Grantham.	22 March 1866
Weightman Lodge, N. A. I. U. O. O. F., Black Horse Inn, Foston.	24 July 1866
Yarborough Lodge, U. A. O. D., White Swan Inn, Fleetgate, Barton-on-Humber.	14 Sept. 1866
Lunæ Lodge, U. A. O. D., Foresters' Arms Inn, Aswell-lane, Louth.	13 Dec. 1866

Name of Society.	Rules, when Deposited.
Middlesex:	
Pension Fund for Aged and Decayed Druids and their Widows, King's Arms Inn, Aldersgate-street.	18 Sept. 1859
Marlborough Lodge, U. A. O. D., Blenheim Tavern, Bridge-road, St. John's Wood.	25 June 1860
Court 1,092, A. O. F., Plough Inn, Carey street, Lincoln's-inn Fields.	11 April 1857
Amicable Contributionship Society, Hole-in-the-Wall Tavern, Chancery-lane.	14 April 1858
Court 2,882, A. O. F., Printers' Arms Tavern, New Church-street, Strand.	14 Sept. 1857
Concordia Society, Olympic Music Hall, Drury-lane.	20 Nov. 1857
Reform Union Female Benefit Society, Old George Tavern, Drury-lane.	14 April 1858
Grand Lodge of Benevolence of the G. A. O. Old Friends, George and Blue Boar Inn, High Holborn.	25 Feb. 1858
Golden Anchor Coal Society, Old Baptist's Head Inn, St. John's-lane, Clerkenwell.	31 March 1858
Apollo and Hercules Lodge, O. F., Duke of Wellington Inn, Lucas-street, Commercial-road, E.	26 April 1860
L. and I. Prss. Victoria Lodge of Odd Fellows, Plough Tavern, Old Manor-road, Stepney.	19 Dec. 1859
U. A. O. Druids, King's Arms, Aldersgate-street.	13 Nov. 1855
Sick Fund Society, Messrs. Hammond, 250, Oxford-street.	8 Dec. 1861
Church Burial Society of the Guild of St. Alban, Clerkenwell.	29 March 1862
Court, 1,681, A. O. F., Prince Albert Inn, York-street, Kingsland-road.	21 April 1857
Marylebone Lodge, U. A. O. D., Harcourt Arms Inn, Harcourt-street.	20 Jan. 1857
Church of England Scripture Readers' Widow and Orphan Fund, 20, Spring Gardens.	3 July 1866
Hope Mutual Winter Fund of Painters and Glaziers, Blue Posts Tavern, Newman-street, Oxford-street.	10 Dec. 1866
Mr. Allen's Fathers' Meeting, Queen-square Chapel, Westminster.	2 July 1859
Mr. Allen's Mothers' Meeting, Queen-square Chapel, Westminster.	2 July 1859
Court 3,142, A. O. F., Monmouth Arms Tavern, Singleton-street, East Road, Hoxton.	4 June 1859
Vernon Lodge, U. A. O. D., Rising Sun Inn, Vernon-street, Hammersmith Gate.	16 June 1860
Volunteers' Assurance Friendly Society, 2, Buckingham-street, St. Martin's-in-the-Fields.	30 July 1860
Metropolitan Theatrical Operatives' Mutual Friendly Society, 4, Maiden-lane, Covent Garden.	4 May 1861
Sanctuary 1,681, A. O. S., Prince Albert Tavern, York-street, Kingsland.	21 Nov. 1864
Monmouthshire:	
Guild of St. Patrick, Catholic Church, Newport.	6 March 1861
Norfolk:	
Evening Star Lodge, I. O. O. F., M. U., Swan Inn, Downham.	13 Sept. 1859
Northamptonshire:	
Friendly Society, Crown Inn, Towcester	14 July 1865
Northumberland:	
S. Tyne Humane Lodge, I. U. O. Mechanics, Sun Inn, Haltwhistle.	9 Aug. 1860
Mechanical Locomotive Lodge, I. U. O. Mechanic, Morpeth Arms Inn, Old Gate, Haltwhistle.	16 July 1860
Nottinghamshire:	
Annuity Fund Friendly Society, N. A. I. U. O. O. F., Low Pavement, Nottingham.	7 April 1859
Nightingale Lodge, U. A. O. D., New George Inn, Warser Gate, Nottingham.	31 May 1860
Kingston Lodge Benevolent Society, N. A. I. U. O. O. F., Black Lion Inn, Radcliffe-on-Trent.	19 April 1859
Nottingham and Nottinghamshire Annuity Society, White Swan Inn, Sneinton Hermitage.	10 June 1856
Wanderers' Home Lodge, N.A.I.U.O.F., Dolphin Inn, Tollhouse, Nottingham.	15 Nov. 1859
Victory Lodge, N. A. I. U. O. O. F., Old Angel Inn, Stoney-street, Nottingham.	7 Mar. 1861
Perseverance Lodge, A. O. D., Nottingham.	7 May 1861
Friendly Society of Joiners, Carpenters, Cabinet-makers, Turners, &c., Star Inn, corner of Wheeler-gate, Nottingham.	8 May 1861
Fruits of Perseverance Female F. S., Warren's Arms Inn, Stapleford.	23 Aug. 1862
British Lion Lodge, U. A. O. D., White Lion Inn, Sneinton.	16 Dec. 1862
Benevolent Society, Brickmakers' Arms Inn, Sneinton Elements.	14 April 1863
Hive Lodge, N. A. I. U. O. O. F., Beehive Inn, Sneinton.	21 May 1863
Temple of Unity Lodge, N.A.I.U.O.O.F., Grapes Inn, Platt-street, Nottingham.	19 Oct. 1863
Heart of Oak Lodge Benevolent Society, Black Bull Inn, Blidworth.	13 Jan. 1864
Kirke White Lodge, N. A. I. U. O. O. F., Duke of Newcastle Inn, Kirke White-street, Nottingham.	4 April 1864
Osberton Lodge, N. A. I. U. O. O. F. Plough and Harrow Inn, New Basford.	19 July 1864
King William Lodge, N.A. I. U.O.O.F., Black Horse Inn, Stone-street, Nottingham.	10 May 1860
Denman Lodge, N.A.I.U.O.O.F., White Horse Inn, Barker Gate, Nottingham.	4 April 1865
Armstrong Lodge, N. A. I. U. O. O. F., Princess Royal Inn, Northumberland-street, Nottingham.	12 Jan. 1866
Prince Alfred Lodge, N.A.I.U.O.O.F., George and Dragon Inn, Chapel Bar, Nottingham.	23 May 1866
Philanthropic Friendly Society, George and Dragon Inn, Market-place, Nottingham.	2 June 1866
Inkerman Lodge, U.A.O.D., Horse and Groom Inn, Clumber-street, Nottingham.	28 Aug. 1866
Oxfordshire:	
Friendly Society, Leafield - - -	9 Oct. 1863
Church Benefit Society, Midbury - -	5 April 1864

Name of Society.	Rules, when Deposited.
Salop:	
Juvenile Branch of Philanthropic Lodge, I. O. O. F. M. U., Market Drayton.	16 Jan. 1861
Somersetshire:	
Royal Blue Patriotic Society, Farrington Gurney.	6 July 1860
Staffordshire:	
Tradesmen and Miners Benefit Society, Troopers Inn, Harden.	15 Mar. 1858
Independent Society, George and Dragon Inn, Rushall.	26 Aug. 1857
Female Funeral Society, Jolly Colliers Inn, Moor-street, Wolverhampton.	23 Sept. 1862
N. Staffordshire Amalgamated Society of Wheelwrights, Smiths, &c., Hanley.	14 Jan. 1867
Surrey:	
Surrey Lodge, U. A. O. D., Black Bull Tavern, Free School-street, Horsely-down.	8 Nov. 1859
Mutual Permanent Coal Club, Queen Elizabeth Inn, King's-row, Walworth.	6 May 1861
Loyal United Friends Society, Peacock Inn, Newington Butts.	24 July 1861
Canterbury Arms Coal Club, Royal-road, Kennington Park.	3 Oct. 1862
St. Paul's, Walworth, Church Burial Society, Lorrimore Church Schools, Walworth.	1 Sept. 1865
Female Friendly Society, Old Swan Inn, Battersea.	20 Feb. 1866
Sussex:	
£.10 Burial Society, Wadhurst - -	30 Aug. 1865
Benefit Society, National School, Wadhurst.	30 May 1866
Warwickshire:	
Lodge of United Brothers, No. 7, Birmingham.	20 Feb. 1857
Lodge of United Brothers, No. 114, Birmingham.	21 Sept. 1857
Lodge of United Brothers, No. 48, Leopard Inn, Breasley-street, Birmingham.	24 Feb. 1858
Lodge of United Brothers, No. 22, Town Hall Tavern, Birmingham.	4 Aug. 1857
Lodge of United Brothers, No. 21, Rising Sun Inn, Suffolk-street, Birmingham.	5 Aug. 1857
Court 942, A. O. F., Golden Lion Inn, Aston-street, Birmingham.	1 Aug. 1857
Earl of Oxford Family Burial Society, Birmingham.	13 Aug. 1857
Perseverance Sick Gift Society, Shakespeare Tavern, Harding-street, Birmingham.	16 Sept. 1858
Lodge of United Brothers, No. 112, Joy Tavern, Warstone-lane, Birmingham.	14 Jan. 1859
Lodge of United Brothers, No. 113, Bull's Head Inn, Upper Tower-street, Birmingham.	8 June 1859
Lodge of United Brothers, No. 96, Queen's Head Inn, Camden-street, Birmingham.	3 March 1857
Bee-hive Gift Society, Bee-hive Inn, Breasly-street, Birmingham.	28 July 1858
Grand Lodge of Good Fellows, No. 1, Old Fox Inn, Fleet-street, Birmingham.	8 Dec. 1857

Name of Society.	Rules, when Deposited.
Warwickshire—*continued.*	
United Brothers' Lodge Friendly Society, Duke of Marlborough Inn, Mount-street, Birmingham.	3 March 1857
A. I. O. O. F., Warwickshire District, Coventry.	7 June 1859
Lodge of United Brothers, No. 4, Duke of York Inn, Doe-street, Birmingham.	14 Sept. 1866
Westmoreland:	
Kendal and County of Westmoreland Society of Licensed Victuallers, Commercial Hotel, Kendal.	4 Aug. 1858
Wiltshire:	
Mutual Cattle Assurance Association, Angel Inn, Wootton Bassett	25 Jan. 1859
Mutual Cattle Insurance Association, Chippenham.	17 Aug. 1860
Mutual Cattle Assurance, Calne - -	23 Jan. 1862
Friendly Society of Tradesmen and Others, Shoulder of Mutton Inn, Branham.	6 Nov. 1865
Yorkshire:	
Golden Pheasant Lodge, A. N. O. U. O. F., Batley.	21 April 1859
District A. O. F., Lamb Inn, Beverley -	25 Jan. 1859
Rosebud of Bradford Lodge, N. I. O. O. F., Stag Inn, Bradford.	10 Feb. 1859
Bowling District, A. N. O. U. O. F., B. U., Ebenezer-street, Bradford.	9 April 1860
Honourable Order of the Peaceful Dove, Bradford.	28 April 1859
Conqueror Lodge, N. I. O. O. F., Free Trade Inn, Boothroyd-lane, Dewsbury.	12 Oct. 1859
Independent Lodge, A. N. O. U. O. F., B. U., Dewsbury.	31 March 1859
Rock of Hope Lodge, A. N. O. U. O. F., Star Inn, Daw-green, Dewsbury.	14 May 1859
Daw-green District, N. I. O. O. F., 263, Kiln-cross, Dewsbury.	9 April 1860
District H. O. Peaceful Doves, Golden Plough Inn, Halifax.	12 May 1858
Stannary's Glory Lodge, N. I. O. O. F., Northgate Hotel, Northgate-street, Halifax.	15 June 1859
Rose of Sharon Lodge, N. I. O. O. F., Railway Hotel, Heckmondwike.	9 March 1858
Samuel Nicholson Lodge, O. D., Cricketers' Arms Inn, Shipley.	26 Nov. 1866
Municipal Lodge, N. A. I. U. O. O. F., Municipal Inn, Walkley, near Sheffield.	10 Dec. 1866
Rock of Hope Lodge, N. I. O. O. F., Hand and Tankard Inn, Wheatley, Halifax.	17 Dec. 1866
Denison Lodge, N. A. I. U. O. O. F., Montgomery Hotel, Montgomery-street, Sheffield.	28 Dec. 1866
Rose in Bloom Lodge, G. O. M. D., Swan Inn, Meltham.	25 Feb. 1860
Unity and Economy Lodge, G. U. O. O. F., Bull's Head Inn, Huddersfield.	17 May 1856
Jacob's Tent Lodge, G. U. O. O. F., Waggon and Horses Inn, Honley.	18 Feb. 1861
H. O. Peaceful Doves Friendly Society, 10, Summer Hill-street, Lidget Green, near Bradford.	18 June 1861
Honesty Lodge, H. O. Peaceful Dove, Britannia Hotel, Bradford.	10 Oct. 1861
Leeds and Yorkshire Clerks and Warehousemen's Provident Association, Leeds.	23 Jan. 1862

Name of Society.	Rules, when Deposited.
Yorkshire—*continued.*	
Offspring of Virtue Lodge, H. O. P. Doves, King's Head Inn, Cow Green, Halifax.	24 June 1862
H. Female O. P. Doves, 10, Summer Hill-street, Lidget Green, near Bradford.	14 Nov. 1861
England's Temperance Lodge, U.A.O.D., Salthouse-lane, Kingston-on-Hull.	23 Nov. 1862
Sheffield Economical Independent O. Odd Fellows, Mr. W. Clarke, 55, Duke-street Lane Sheffiield.	16 Feb. 1863
Rose of Hightown Lodge, A.N.O.U.O.F., Hightown.	24 Feb. 1859
St. Paul's Lodge, F. and A. Gardeners, Masons Arms Inn, Underbank, Holmfirth.	5 April 1860
Friendly Society, 67, G. U. O., Modern Druids, Coach and Horses Inn, Honley.	6 May 1858
District G. U. O. O. F., 30, Union-street, Huddersfield.	27 Oct. 1859
Warehousemen's and Clerks Provident Association, 13, Albert Buildings, New-street, Huddersfield.	26 April 1860
District A. O. D., 10, Church-street, Drypool, Kingston-on-Hull.	5 Oct. 1859
Holy Trinity Funeral Association, Kingston-on-Hull.	25 June 1858
I. O. O. F. K. U., Kingston-on-Hull -	8 July 1858
W. and O. and Juvenile Funeral Fund, I. O. O. F. K. U., Kingston-on-Hull.	19 Aug. 1858
North Sea Lodge, N. I. O. O. F., Hope and Anchor Inn, Salthouse-lane, Kingston-on-Hull.	2 Feb. 1859
Hand and Heart Lodge, N. I. O. O. F., Prince George Inn, High-street, Kingston-on-Hull.	2 Feb. 1859
District I. O. O. F. K. U., 24, Grosvenor-square, Leonard-street, Kingston-on-Hull.	30 June 1859
Bannister Lodge, U. A. O. D., Globe Hotel, High-street, Hull.	13 March 1863
Shakspeare Lodge, U. A. O. D., Shakspeare Hotel, Humber-street, Hull.	4 April 1863
Crown and Anchor Birmingham Sick Society, Crown and Anchor Inn, Bright-street, Sheffield.	8 June 1863
Pride of the Valley Lodge, H. O. Peaceful Dove, Rose and Crown, Cheapside, Halifax.	2 July 1863
St. James Lodge, U. A. O. D., Eight Bells Inn, Neptune, Hull.	15 Aug. 1863
Sherwood Lodge, U. A. O. D., Three Tuns, Patrington.	2 Nov. 1863
Burlington Free Gift Society, Burlington Hotel, Burlington-street, Sheffield.	18 Feb. 1864
Primrose Lodge, U. A. O. D., Keighley	17 June 1864
Rose of Kingston Lodge, U. A. O. D., Three Crowns Inn, Lime-street, Hull.	22 July 1864
Lord Wenlock Lodge, G. U. O. O. F., Golden Lion Inn, Sampson-square, York.	22 Sept. 1864
Slingsby Duncombe Lodge, G.U.O.O.F., Mr. T. Ball, Tanner Moat, York.	18 Oct. 1864
W. Warden Lodge, O. D., Kingston New Inn, Hopwood-street, Hull.	16 Nov. 1864
Olive Branch Lodge and Hull District, I. O. O. F. K. U., Talbot Inn, Scale-lane, Hull.	20 Aug. 1859
Barton Constable Lodge, I.O.O.F.K.U., Black Swan Inn, Dock-street, Hull.	16 Sept. 1859
Victoria Lodge, I.O.O.F.K.U., Lion and Key Inn, High-street, Hull.	7 Nov. 1859

Name of Society.	Rules, when Deposited.
Yorkshire—*continued.*	
Catholic Provident Society, Old Railway Inn, Marsh-lane, Leeds.	4 April 1859
Lord Brougham Lodge, I.O.O.F.M.U., New Inn, Vicar-lane, Leeds.	25 Aug. 1859
Bond of Friendship Lodge, G.U.O.O.F., Swan Inn, Lockwood, near Huddersfield.	14 Jan. 1860
Rechabite Society, New School-room, Troy-hill, Morley.	8 Jan. 1858
Nymph Lodge, A. O. D., George Inn, Ossett.	21 June 1860
Huddersfield Achieved Lodge, A.N.O.U. O.F., Paddock, near Huddersfield.	21 April 1859
Sheffield N. O. of the Ark, Sheffield -	16 Sept. 1859
Hallamshire Lodge, S. U. O. of the Ark, Grapes Tavern, Tuppett-lane, Sheffield.	29 July 1858
Albion Lodge, S. U. O. Ark, Three Cranes Inn, Queen-street, Sheffield.	14 Oct. 1858
Poor Man's Friend Lodge, H. O. Peaceful Dove, Upper Green Schoolroom, Keighley.	25 Nov. 1864
Rising Oak Lodge, U. A. O. D., Duke of Cumberland Inn, Church-street, Hull.	16 Dec. 1864
Victoria Lodge, U. A. O. D., White Swan Inn, Market-place, Beverley.	8 Feb. 1865
Adult and Juvenile Funeral Society, Theatre Tavern, Arundel-street, Sheffield.	13 March 1865
Young Hopeful Lodge, O. D., Junction Inn, Manchester-road, Bradford.	13 April 1865
District O. D., 39, Berwick-street, Clayton-lane, Manchester-road, Bradford.	22 June 1865
Fountain Lodge, O. D., Fountain Inn, Manchester-road, Bradford.	23 June 1865
London's Pride Lodge, N.A.I.U.O.O.F., Odd Fellows' Rest, West-street, Sheffield.	28 June 1865
Alta Lodge, U. A. O. D., Keighley -	2 Aug. 1865
New Society of Samaritans, Rotherham -	22 Nov. 1865
Trust Lodge, H. O., Peaceful Dove, Wheatsheaf Inn, Halifax.	30 June 1860
Interment Association, Bay Horse Inn, Stillington.	17 Dec. 1859
Court 1435, A. O. F., Temperance Hotel, Goodeangate, York.	14 Jan. 1859
Court 643, A. O. F., Star and Garter Inn, Nessgate, York.	2 July 1859
Washington Lodge, O. D., Railway Hotel, Lockwood.	18 July 1860
Ecclesall Church of England Sick Society, National School, Hermitage-street, Sheffield.	29 Jan. 1856
Female Society of the Peaceful Dove, Wheatsheaf Inn, Halifax.	3 Sept. 1860
John Fountain Lodge, U. A. O. D., Saracen's Head, Grimsby-lane, Hull.	31 Aug. 1860
W. & O. Fund, Huddersfield District of Druids, Huddersfield.	8 Sept. 1860
Prosperity Lodge, A. N. O. U. O. F., George and Dragon Inn, Manchester-street, Huddersfield.	10 May 1860
Rawcliffe Lodge, N. A. O. U. O. O. F., Royal Oak Inn, King-street, Sheffield.	16 Feb. 1866
Provincial Chapter, N. A. I. U. O. O. F., Packhorse Inn, Snig-hill, Sheffield.	2 March 1866
Wilberforce Lodge, G. U. O. O. F., Crown and Anchor Inn, Waterhouse-lane, Hull.	19 April 1866

Name of Society.	Rules, when Deposited.
Yorkshire—*continued.*	
City District Branch, G. U. O. O. F., York.	5 June 1866
Myrtle of Airedale Lodge, G. U. O. O. F., Masons' Arms Inn, Bingley.	19 July 1866
Lord Milton Lodge, N. A. I. U. O. O. F., Turk's Head Inn, Scotland-street, Sheffield.	19 July 1866
Acorn Lodge, U. O. O. D., Royal Oak Inn, Cleckheaton.	31 Aug. 1866
District G. U. O. O. F., Sun Inn, Bradford.	24 Aug. 1866
United Friendly Funeral Society, Peacock Inn, Hoyle-street, Sheffield.	7 Sept. 1866
Rose of England Lodge, G. U. O. O. F., Bradford.	6 Sept. 1866
Beaumont Benevolent Lodge, N. A. I. U. O. O. F., Prince of Wales Inn, Brown-street, Sheffield.	25 Oct. 1866
Glamorganshire:	
Order of Free Ivorites, Coach and Horses Inn, High-street, Swansea.	13 Sept. 1859
I. O. L. Alfreds, Mr. Jno. Jones, Little Wind-street, Aberdare.	6 Aug. 1860
Philanthropic Institution, Merthyr U., Railway Inn, Merthyr.	28 Dec. 1857
District Merthyr United Phil. Inst., 13, McGregor-row, Maesteg.	13 May 1861

Name of Society.	Rules, when Deposited.
Glamorganshire—*continued.*	
Ancient Britons', Unity of Dowlais and Merthyr, 33, High-street, Pen-y-darran, Merthyr Tydvil.	10 Oct. 1861
Dowlais and Merthyr District O. Ancient Britons, Elizabeth-street, Dowlais, Merthyr Tydvil.	10 Oct. 1861
District Merthyr U. Phil. Inst., Merthyr Tydvil.	10 May 1862
Good Samaritan Lodge, Phil. Inst., Castle Hotel, Maesteg.	4 May 1864
Great Britain Lodge, Phil. Inst., Merthyr U., Maesteg Inn, Maesteg.	31 Aug. 1864
Lily of the Valley Lodge, Merthyr U. Phil. Inst., Angel Inn, High-street, Aberavon.	16 Dec. 1864
Bee of Glamorganshire Lodge, M. U. P. I., Miners' Arms Inn, Pwll-y-glaw, Michaelstone.	16 Dec. 1864
Beauty of Britain Lodge, M. U. P. I., Royal Oak Inn, Bryntroedgarn.	5 May 1865
Flower of Avon Lodge, M. U. P. I., Prince of Wales Inn, Pant-ter.	5 Aug. 1865
Grand Lodge, M. U. P. I., Railway Inn, Merthyr Tydvil.	16 July 1866
Independent L. O. Alfreds, Merthyr Unity, Stag Inn, Trecynon, Aberdare.	6 Sept. 1866
Montgomeryshire:	
Friendly Medical Aid Society, called the Independent Britons, Eagles Inn, Llanfyllein.	23 Nov. 1861

THE following is a List of those Societies (26) which have been established for one or more of the purposes mentioned in Sect. 9, and also for other purposes. The objects for which the Societies are established have been, as far as possible, ascertained by the accompanying extracts from the Rules of each:—

Garment Dyers' Society, Fox Tavern, Duke-street, Bloomsbury, London.

Established 6th January 1857.—Rules deposited 29th July 1858.

RULE 1. That this shall be called "The Garment Dyers' Trade Society," and shall hold its meetings on alternate Monday evenings from half-past eight o'clock to ten (except quarterly night, until 11 o'clock), at the "Fox" Tavern, Duke-street, Bloomsbury, in the county of Middlesex, or any other house the majority of the members shall think fit. The objects of this Society shall be to render assistance to members when out of employment, and to allow a sum of money at the death of a member or his wife, and any other objects of the trade, by entrance fees, subscriptions of the members, fines, donations, and by interest on capital, levies, &c. &c.

RULE 11. That to give assistance to members when out of employment, and to defray the expenses attendant on the working of this Society, each member to pay 1*s.* admission and 6*d.* per week. Members falling ill to cease contributing during such illness, provided they furnish the secretary with a doctor's certificate. Their contribution to cease from the date of receipt, and to be again commenced when they resume work, or enter their names on the Society's books.

RULE 12. That should any free member of 12 months' standing be out of employment, he shall receive 1*s.* 8*d.* per day, or 10*s.* per week for six successive weeks, if he be out of employment so long. He must be off the funds four weeks before he can receive any more relief. He shall, if he be again out of employment, receive three weeks' pay if out of work so long; he shall not again come on the funds of the society for four weeks after he has received the three weeks' pay; but should he still be out of employment, he will be entitled to receive four weeks more pay; but on no account shall any member receive more than 13 weeks' pay in 12 months.

RULE 19. That members earning less than 10*s.* in one week, may claim to have the money made up to that amount from the funds; but in no case will members be allowed to exceed the limits provided for in Rule 12.

RULE 20. That if any member lose his situation in consequence of adhering to the rules of this society, and any member knowingly taking his place, upon complaint being made to the secretary, he shall be requested to leave the same, and upon non-compliance he shall be fined or expelled, at the discretion of the society.

RULE 24. That should a member leave a situation, he must communicate the same at the club-house within 12 hours; and if found communicating the same to a non-member, he shall be excluded this society.

Amalgamated Society of Carpenters and Joiners, 21, Cumberland-place, Newington Butts, Surrey.

Established 4th June 1860.—Rules deposited 14th August 1862.

PREAMBLE.—1st. This society shall be called "The Amalgamated Society of Carpenters and Joiners."

2nd. The object of this society is to raise funds for the mutual support of its members in case of sickness, accident, superannuation, for the burial of members and their wives, emigration, loss of tools by fire, water, or theft, and for assistance to members out of work; also, for granting assistance in cases of extreme distress not otherwise provided for by the rules, for which purpose a contingent and benevolent fund shall be formed.

3rd. It shall be divided into branches, each branch to appoint its own officers and conduct its own business, as directed in the following rules:

Rule 18, section 1. Should any free member at any time be out of employment more than three days under circumstances satisfactory to the branch, and not disentitled to benefit in accordance with the tabular form in Rule 17, he shall be entitled to the sum of 10*s.* per week for the first 12 weeks, and a further sum of 6*s.* for 12 weeks, making a total of 9*l.* 12*s.* in one year; but should he be out of employment less than three days, he shall not be entitled to benefit.

Sect. 7. Any free or non-free member or members leaving his or their employment under circumstances satisfactory to the branch, or Executive Council, shall be entitled to the sum of 15*s.* per week, and non-free members to pay contributions when in receipt of this benefit.

Operative Bricklayers' Society, Blackfriars-road, Surrey.

Established 8th April 1848.—Rules deposited 28th November 1862.

Preface.—The necessity and advantages of combination are so universally felt as scarcely to require one word of recommendation or defence. By combination capitalists are enabled to bridge our streams, construct our railways, and in a thousand ways benefit the world, where single unassisted effort would fail.

By the same principle, States repel aggresion and build up empires of greatness.

It is, therefore, of the utmost importance that working men should avail themselves of this power for mutual support against the aggressions of unprincipled capitalists, and to maintain inviolate their individual rights as workmen.

Name of Society.—That this society be designated "The Operative Bricklayers' Society," to consist of as many lodges or branches as may from time to time be requisite, and as many members as will conform to the rules hereinafter specified.

Objects of Society.—The object of this society is to raise funds for the mutual support of its members, for the burial of members and their wives, and for assistance to members out of work. For these purposes herein mentioned it has been agreed to be governed by the following rules:

Rule 34. That if at any time there shall be a heavy demand on the funds, the Executive Council shall have the power to advise a levy, when a summoned meeting of each lodge shall be held, at which meeting a full explanation shall be furnished by the general secretary why such levy is advised.

Rule 46, sect. 18. They may consult the members, whenever they deem it necessary, on the propriety of raising a contingent or benevolent fund, or a fund for granting assistance to other trades.

Sect. 20. They may, on the application of any branch or district, appoint a deputation to visit any locality to promote or further the interests of this society.

Rule 48, sect. 6. Should any free member, when on business of this society, be discharged from his employment under circumstances satisfactory to the branch or the Executive Council, and not disentitled to benefit in accordance with Rule ——, he shall be paid at the same rate of wages he was receiving when discharged. He must attend and sign the book at the lodge house, the same as members in Clause ——.

Steam Engine Makers Society, 68, Faulkner-street, Manchester, Lancashire.

Established, 2nd November 1824.—Rules deposited 15th May 1865.

Introductory Remarks. —"The Steam Engine Makers' Society" was instituted on the 2nd November 1824, for the purpose of supporting and protecting such persons as had a legal claim to the trade, its funds being for the first nine years devoted entirely to trade purposes. At a delegate meeting, however, held at Bolton in September 1833, it was resolved to connect other benefits with the society, which time and experience suggested would be of great service to its members when visited by sickness, accident, the infirmities of age, or death. From time to time these benefits have been added by successive delegate meetings, or at the suggestion of some branches, showing an evident desire on the part of the members still further to increase its usefulness, and to emulate, if not surpass, any other trade society.

Rule 36, section 1. Any free member who may be discharged through shortness of work, or other cause over which he has no control, or if he receives notice to leave his situation, he shall immediately make it known to the secretary, and if his statement prove satisfactory, and he does not obtain a situation in the course of three working days from the time of his discharge, he shall receive 1*s.* 8*d.* for each working day from the time of his dismissal, until the next general meeting night, when he shall attend the meeting, in order to answer any questions that may be put to him; and if satisfactory to the branch, his pay shall be continued until the next general meeting night, when he shall again attend, and the same course shall be pursued until he obtains employment or goes on travel; but no member shall be allowed to go on travel without the consent of his branch, unless there is some likelihood of his obtaining a situation by so doing.

Sect. 17. Any member breaking the rules of the shop he is working at when working out, as regards commencing work before the usual time in a morning, or working later than the usual time at night, for one day, without charging his time as overtime, shall be fined 5 *s.*, and for the second offence of this nature, 10 *s.*, and for the third offence be expelled.

United Order of Smiths, Manchester.

Rules deposited 26th May 1857.

ARTICLES FOR THE TRADE DEPARTMENT.

1. THAT the name of this society be "The United Order of Smiths, Engine and Machine Makers, Whitesmiths, Turners, Fitters, and Millwrights."

3. No member to be allowed to enter into any employment, except he receive the average wages of such employment.

7. Persons may be admitted members of the trade department, and have no connection with the sick department, providing they prove themselves members of some other sick society, and claim exemption on that account; but must be approved of by the sanction of a majority of the members assembled on a lodge night.

22. That the subscription to the trade department of this order be 6 *d.* per member per week.

42. That any brother wishing to leave his situation, shall give notice to the secretary, and to his employer, if in his power so to do, a week previous to his leaving, or at his earliest convenience, or according to the rule of employment; but if obliged to leave without notice, shall give notice within 12 hours after to the secretary (except he is at a distance of more than three miles from the town where such lodge is held, when, on such occasions, he shall have 48 hours allowed) or be fined 2 *s.*

68. That 10 *s.* per week be allowed to members out of work, owing to a disagreement relative to Articles 70, 71, 72.

69. That the board of directors have power to investigate any disagreement case, and if they see fit, may throw the members, so situated, upon the regular trade fund resources, and thus put an end to the disagreement.

70. That this order deprecate and discountenance all strikes or turn-outs of whatsoever nature.

71. That should any disagreement arise between the employer and the employed, wherever a number of members are thrown out of employ, proper notice being given, their case shall be investigated by the board of directors, and if the case comes within the limits of our articles, it may be considered proper to render support to the members thrown thus out of work.

73. That it must be distinctly understood that before such support, as per Article 68, can be lawfully rendered, all business connection between the employers and the employed must cease.

131. Should any brother undermine another in his shop in order to take his situation, if satisfactorily proved, to be fined 10 *s.*

The Friendly Society of Iron Moulders of England, Ireland, and Wales, Bolton-le-Moors, Lancashire.

Established, 6th February 1809.—Rules deposited 21st August 1858.

PREFACE.—The Friendly Society of Iron Moulders of England, Ireland, and Wales, was established 6th February 1809, at Bolton-le-Moors in Lancashire, for the purpose of assisting each other in case of want of employment, sickness, old age, and for the burial of the dead.

RULE 102. That should any first or second class member be thrown out of work, or through sickness be unable to attend to his work, previous to his becoming a 12 months' member, he shall not incur any fine during the time such sickness continues, or the period he is out of work; but when he recovers from such illness, or obtains employment, he shall be allowed to clear off his arrears by paying double amount of contribution, until such arrears are paid. Any member circumstanced as above, shall send a written notice to the secretary, acquainting him of his indisposition, or of being out of work, and the time of his exemption from the fines, &c., shall take place from the time such notice is given. On such member recovering from such indisposition, or on commencing work, he shall also give notice to the secretary within one week after commencing work, or be fined

fined 1 *s.*; but should such member be in arrears on becoming a 12 months' member, he shall be subject to the law for arrears of contributions.

That should any 12 months' or two years' member be out of work, and cannot get employment, and is not receiving any benefit from the society, he shall not be fined for any arrears of contribution incurred during the time he is out of work, and he shall be allowed to clear off his arrears by paying double contributions when he obtains employment, but shall not be entitled to any benefit until he has been clear on the books three weeks.

Coventry and Warwickshire Friendly à la Bar Loom Society, Beehive Tavern, Tower-street, Coventry, Warwickshire.

Rules deposited 9thNovember 1859.

1. That this society be denominated "The Coventry and Warwickshire Friendly à la Bar Loom Society."

2. The object of this society is to enable each member to obtain an à la bar loom or looms by weekly contributions in such rates as are hereinafter specified and defined.

Factory Operatives' Association of Coventry and its Vicinity, Anchor Tavern, Coventry, Warwickshire.

Established November 1850.—Rules deposited 19th February 1859.

1. That this society be called "The Factory Operatives' Association of Coventry and its Vicinity."

2. The object of this association shall be to assist its members individually and collectively to obtain a fair remuneration for their labour, and to resist any infringement that may be made upon their rights and privileges.

11. That if any member of this society lose his employment in consequence of any part he has taken on behalf of the trade, he shall receive compensation for the same from the funds of this association.

12. That in case of a strike or other emergency, each member of this association do pay an equal levy towards the support of those members that are on strike, if required; and any member not paying the levy when made shall be out of benefit until such levy has been paid.

13. That no strike will be allowed to take place till such time that it has been determined by the committee; and that the sum of eight shillings per week be allowed to all members on strike on a just claim being made to the satisfaction of the committee.

15. That no money raised by this association be appropriated to other purposes than those having in view the good of the trade.

United Society of Journeymen Curriers of Great Britain, Black Jack Inn, Portsmouth-street, Lincoln's Inn Fields, London.

Rules deposited 12th April 1860.

Rule 4. The benefits paid to the unemployed shall be 8 *s.*, 7 *s.*, and 6 *s.* per week, for 13 weeks each rate, and 5 *s.* until employment is obtained.

Rule 5. Any master or foreman having employed men contrary to these or any other laws of the United Society, or take in dressing work contrary to its general interest, shall be subject to this law, and be fined not less than 5 *l.*

Rule 9. Should a dispute take place in any shop or town relative to the interest of the United Society, the same shall be brought before the executive of the province; and if the subject be of greater importance than they can decide, they shall submit the same to the province by circular. But should the members not be able to settle such dispute, or the subject likely to lead to a large expenditure of the funds, a full and explicit statement shall be laid before the whole of the presidents, who shall take the opinion of their provinces. The decision of the majority shall be final.

No turnout to take place in any shop or province before first applying to the London executive for advice and approval.

Any member leaving a shop in any province by the authority of the trade, given through the president, shall be entitled to receive 12 *s.* per week for eight weeks; if married, 14 *s.*, and 1 *s.* for each child under 14 years of age. Should he remain out of work after the

 expiration

expiration of the eight weeks, he shall be entitled to receive the benefits according to Article 4. If any officer be discharged from his employment through anything connected with his office, he shall, on giving satisfactory proof to the London executive, be entitled to receive 1 *l.* per week until he obtains employment.

Any member taking work during a dispute shall be fined not less than 5 *l.*

Rule 10. All shops in any province are fair and legal where the recognised wages of the province (piece or week work) are paid; and a member above 60 years of age may be allowed to work in any shop by the week, and make the best agreement he can with the employer, but must pay contribution to entitle him to receive the benefits; any province acting contrary to the general interest of the society, a statement of the same must be laid before the executive of each province, and the decision of the majority to be acted upon.

Aberdare Trade and Firemen's Society, Gloucester Arms Inn, Dean-street, Maesydre, Aberdare.

Rules deposited 6th July 1860.

Rule 1. That this society shall be called the "Aberdare Trade and Firemen's Society," and shall have for its objects the raising of funds by entrance fees, subscription of the members, fines, donations, and by interest on capital, for the following purposes; namely, insuring sums of money to defray the expenses of the burial of deceased members, and of members' deceased wives, as provided for in the rules for the government of this society; and for rendering assistance to members when sick and not able to follow their employment; and for granting temporary relief to members in distressed circumstances. The whole of the objects of this society shall be carried into effect in conformity with the rules hereinafter mentioned.

Amicable and Brotherly Society of Machine Printers, Brickmakers' Arms Inn, Chapel-street, Salford, Lancashire.

Rules deposited 25th July 1860.

Name and Object of the Society.—That this society be called "The Amicable and Brotherly Society of Machine Printers." The object of this society is to relieve every member of its fraternity, who, by depression of trade or accident by following their employment, or loss of sight, may call for its support; and in case where the rights or privileges of its members are infringed; it also relieves its disabled and infirm members incapable of following their employment, and likewise widows (or next of kin) of its deceased members. It not only relieves the needy, but has a tendency to promote a good feeling and a brotherly love towards each of its members (if its precepts are strictly observed), as it will not sanction neglect of work nor intemperance.

Rule 9. That when any member is going on tramp to seek work he shall be eligible to receive two weeks' pay in advance; if he neglect to go on tramp he shall be fined 10 *s.*; and if he start work before the expiration of the fortnight he shall refund the amount over and above wha is due to him after the day of starting.

Rule 14. That this society allow one apprentice to two journeymen in each shop; and should any master or masters put more than is specified in this rule, the journeymen in the shop shall, within three days of the event taking place, acquaint the secretary, or be fined 2 *s.* 6 *d.* each; the secretary shall call a meeting of the neighbouring shops, at which there shall be at least 11 journeymen present; and if the majority deem it advisable to oppose the master or masters, the secretary of the district shall inform the corresponding secretary, who shall call a special delegate meeting of all the districts, whose decision shall be law; and no turnout shall be lawful or be supported unless previously sanctioned by a delegate meeting. No apprentice shall be allowed to change his situation on his own account until he has served a seven years' apprenticeship, only by the consent of his own district and the district he wishes to go into; any apprentice violating this rule shall be expelled the society; and any apprentice who has commenced working the machine contrary to the rules of the society, shall not be admitted a member without the consent of a delegate meeting.

Rule 16. That any member submitting to an abatement of wages for spoiled work shall be excluded; but shall, if he leave work for refusing to submit to abatement, receive 10 *s.* per week.

Rule 17. That any member of this society allowing any of his helpers to pitch his rollers, whet, set, or put in doctors, &c., shall be fined for the first offence, 5 *s.*; for the second, 10 *s.*; and for the third, he shall be excluded. Any member working at the same place, and knowing of the fact, and neglecting to inform the society, shall be fined 2 *s.*; and

and any member leaving his machine when printing, shall call no one but a machine printer to watch it during his absence.

Rule 18. That no member shall apply to a master, manager, or foreman, without first consulting the journeymen of the shop, unless the situation be advertised; any member breaking this rule shall be fined 5*s.* for the first offence; 10*s.* for the second; and 1*l.* for the third. The offended district shall claim the fine from the district to which the offending member belongs.

Rule 21. That in case where members are compelled to turn out, the support of each journeyman shall be 25*s.* per week for three months; 10*s.* per week for the next three months; 6*s.* per week for the next three months; and 3*s.* per week after, if he continue out of employment. The corresponding secretary shall inform all the districts before the circumstance takes place.

Rule 28. That if any member of this society tell, show, or by any other means make known to any illegal apprentice or journeyman anything appertaining to machine printing, either in or out of the shop, such offending member shall be fined, journeymen 2*l.*, and apprentices 1*l.* each; or knowing of any member so offending and neglecting to inform the secretary, shall be fined, journeymen 10*s.*, and apprentices 5*s.* each.

Rule 34. That no journeyman shall hire himself to his employer or employers for a fixed term, without previously consulting the district of which he is a member, which district shall have power to advise and decide as the case may seem to them to require. Any member breaking this rule shall be fined 1*l.*

Pattern Card Makers' Friendly Society, Manchester, Lancashire.

Established 20th November 1858.—Rules deposited 5th June 1861.

Rule 1. That this society be named "The Pattern Card Makers' Friendly Society."

Rule 2. The objects of this society shall be the raising of funds by entrance-fees, subscriptions of the members, fines, donations, levies, interest on capital, and from other sources, for the following purposes, viz.: assuring sums of money for rendering assistance to members when sick, or unable to obtain employment, and for defraying the expenses of the burial of deceased members.

Rule 24. Every member claiming the out-of-work benefit shall fill up the claim paper prepared for that purpose on Friday afternoon in each week, setting forth his claim and the amount due to him, and attach his signature thereto; this paper shall be left for the president, who shall compare it with the time-book, and cause the sums required to be left at the meeting house of the society in time to be paid to the members demanding it at 10 o'clock on the following morning. All these papers shall be preserved by the president, and presented by him to the next meeting of the committee. If it should be discovered that any member has wilfully made any mis-statement, or demanded or received any sum to which he is not entitled, he shall be required to refund the same, and further be fined; for the first offence, a sum of not less than 10*s.*, and for any subsequent offence, he shall be dealt with according to Rule 40.

Liverpool Friendly Society of Tin Plate Workers, Sawyers' Arms Inn, Clayton-street, Everton, Liverpool, Lancashire.

Established 1802.—Rules deposited 14th January 1861.

Rule 1. That this society shall be called "The Friendly Society of Tin Plate Workers of Liverpool," and shall consist of journeymen tin plate workers only, who have served a regular apprenticeship, or the sons of such who may have attained the age of 20 years, and who shall contribute to the funds of the society for the purpose of affording relief to its members when out of employment, or when travelling in search of employ, or in emigrating to other countries, to members in old age, and to assist members of similar societies travelling in search of employment, and to assure a certain amount to be paid on the death of a member or member's wife.

Rule 24. Any free member, who is not in arrears, shall, if out of employment, be entitled to receive from the general fund the sum of 1*s.* 8*d.* per day, or 10*s.* per week for four weeks (Sundays excepted); and no member shall receive more than 24 days' pay in six months. Any member found to be incompetent to occupy a bench at journeymen's wages (except from old age) shall be allowed only one-half the above relief when out of employment, for the term of four weeks. And should any member receive his relief four times in succession, the president shall cause an investigation to be made before the committee of management

management to know whether he had received his relief through want of employment or otherwise. Any member found imposing in any way on this fund shall be fined 2*s.* 6*d.* for each offence, and refund the moneys he may have received. Every member entitled to relief from this fund shall receive at each payment threepence in refreshment.

United Machine-Workers' Association, White Lion Inn, Port-street, Manchester, Lancashire.

Established 9th January 1844.—Rules deposited 27th May 1862.

PREAMBLE.—The object of this society is to raise, from time to time, by contributions among the members thereof, funds for the assistance of members out of work, in sickness, and for the burial of its members and their wives. It shall be called and known by the title of "The United Machine-Workers' Association," and shall consist of members employed in the machine and steam-engine business. For the benefit of its members it shall be divided into branches, which shall be appointed in such numbers and districts as may be deemed necessary, in conformity with the rules provided for that purpose. Every branch of this society shall appoint its own officers and conduct its own business, in the manner set forth in the following rules:

20. Should any member of the society be thrown out of employment, he shall bring a written notice to the secretary, signed by a member, if there be one working in the same shop, stating the reason why; and if the same be satisfactory, and should he be entitled to the benefit of this society, he shall receive an allowance of 8*s.* per week, for six weeks; 4*s.* per week, for 12 weeks; and 2*s.* per week for eight weeks, to commence from the time the notice is received by the secretary; but no allowance to be paid for less than six days in the first week's donation, but afterwards to be paid for every day he signs the book, and to be paid weekly on or before eight o'clock on Friday evening. No money to be paid to unemployed members without a note from the secretary, who shall look over the books and see if he is entitled to the benefits of this society, and if so entitled, the president shall sign it with the seal of this branch. All arrears to be stopped from the first and last week's donation they receive; and every member so entitled must pay his contribution during such time he is out of employment; should he obtain a situation and again fall out of employment, and not having been in work one month, his donation shall be considered a continuation from when he sent his former notice into the secretary; free members being suspended from their employment for six days, and having signed the vacant book, shall be entitled to donation for so long of his suspension; suspensions not to exceed 18 days (Sundays excepted). Any member suspended for a longer period shall be considered discharged, such suspension referring only to slackness of work, stock-taking, break-downs, or other similar accidents; but in all cases of suspension they must be for six successive days, such days not to include the usual holidays of the district given at certain times of the year. Any member losing his situation through drunkenness, disorderly conduct, or dishonest practices, and not attending to the regular working hours, or leaving work without permission, shall not be entitled to the benefits of this society until he has been employed again one month.

Coppersmiths and Braziers' Friendly Society, 38, Leeds-street, Liverpool, Lancashire.

Rules deposited 23rd April 1863.

1. THIS society shall be called "The Coppersmiths and Braziers' Friendly Society," and shall consist of coppersmiths and braziers, who have legally served their apprenticeship, in accordance with the rules of the district that they come from, and likewise the first-born sons of coppersmiths and braziers. The object being to promote the welfare of the trade in general by such means as shall be considered conducive to such end, and to assist any of its members when out of employment, or in emigrating to other countries, to members in sickness, and to members in old age, and to assure a certain amount to be paid on the death of a member or member's wife or widow.

25. That any free member who is out of employment refusing to go to work, when pointed out to him by the president or secretary, shall forfeit his claim on the society, and shall not have a claim until he has been legally discharged again; the necessary expenses advanced to the member as a loan, if needed; and any member discovered in any way imposing upon or defrauding this society shall be fined 2*s.* 6*d.* for each offence.

29. That as the object of this society is to promote honesty and industry, and to establish a good understanding between employer and employed, therefore any member leaving his employment, without giving legal notice and finishing his work, unless it can be proved that it is for the want of proper materials, or any member leaving his employment of his own accord, and without the previous knowledge of this society, will not be entitled to any benefit from this society.

United Operative Spindle and Fly Makers' Friendly Society, Oldham, Lancashire.

Established 8th November 1856.—Deposited Rules 18th May 1863.

PREAMBLE.—The object of this society is to raise, from time to time, by contributions among the members thereof, funds for the mutual support in case of sickness, accident, superannuation, for the burial of members and their wives, and also for assistance to members out of work.

It shall be called and known by the title of the "United Operative Spindle and Fly Makers' Friendly Society," and consist of the following trades; viz., smiths, filers, turners, setters, grinders and glaziers, employed in the above branches of trade.

For the benefit of its members it shall be divided into branches, which shall be appointed in such numbers and districts as may be deemed necessary, in conformity with the rules provided for that purpose. Every branch of this society shall appoint its own officers, and conduct its own business in the manner set forth in the following rules:—

RULE 16, sect. 1. An annual meeting of delegates from the various branches, in proportion to the number of members in each branch, shall be appointed to meet at such time and place, as agreed upon at the preceding delegate meeting, to take place in January, in each year.

RULE 19, sect. 1. Should any of the members be thrown out of employment, under circumstances satisfactory to the society, or any branch thereof, and cannot meet with any the following three days, he shall receive a donation of 8 *s.* per week for 13 weeks, and 5 *s.* for 20 weeks, and 3 *s.* per week so long as they remain out of employ.

RULE 20, sect. 1. Any secretary on receiving notice from the corresponding secretary, or any of the branch secretaries, that hands are wanted in a particular district, shall immediately send such as he considers qualified and out of employment, and entitled to benefit at his branch, direct to the district where such hands are required; but that no members be sent without the secretary receiving notice of precisely the kind of work that they are required for. Members so sent shall be allowed the travelling benefit, and the cheapest fare, whether by railway, coach or steam; the expenses of the same not to be deducted from his donation.

Section 2. Any secretary neglecting to attend to this rule, when applied to, shall be fined 5 *s.* for each offence.

RULE 25. All members of this society to be exempt from the payment of footings on entering strange shops, except in places where it is found impracticable; but in no case shall any of our members ask for a footing, or fine, or drink, or help to drink, or countenance footings, either in shop or out of it, from our own members, or those not in connexion with us, under a fine of 1 *s.*, such exactions not only being injurious to the morals of those among whom they exist, but are totally unjust and inconsistent with our characters as men, and more especially as members of a society, the object of which is to unite each other in the bonds of friendship, without the aid of such unworthy means.

RULE 26. The money received from members as entrance-money, subscriptions, and fines, shall be held for and applied to no other purpose than those set forth in these rules, with the expense necessarily attending on the management of the same; and at no time shall any money be paid or advanced from the funds of this society in support of strikes or turnouts.

RULE 30. Any member of this society boasting of his independence towards his employers, on account of being a member, shall, for the first offence, be fined 2 *s.* 6 *d.*; for the second offence, 5 *s.*; and for the third and every succeeding offence, 10 *s.* Any member upbraiding another member for leaving his situation and returning to it again (if he has done so to the satisfaction of his branch), shall, for each offence, be fined 1 *s.*

RULE 31, sect. 2. We consider it a duty we owe to ourselves, and the trade, to discountenance all those who do not come forward and join our society.

RULE 32. That if any member of this society shall make an agreement with any master, by way of hiring or otherwise, either directly or indirectly, so as not to have the power to leave such master by giving due notice, according to the rules of the shop, he shall, upon proof thereof being made to the delegates, or arbitrators, be fined in any sum they may think proper, according to his case.

Friendly Society of Iron Founders of England, Ireland, and Wales, 3, Wellington-terrace, Wellington-street, Blackfriars, Surrey.

Established 6th February 1809.—Rules deposited 30th September 1863.

BASIS.—That this Society shall be known by the name of "The Friendly Society of Iron Founders of England, Ireland, and Wales," to consist of iron founders only, and it is instituted for the purpose of assisting its members in case of want of employment; also, in case of injury by accident, paralysis, &c., superannuation, sickness, and for the burial of its members and their lawful wives.

1. This society shall be called "The Friendly Society of Iron Founders of England, Ireland, and Wales," and shall be divided respectively into such a number of branches as may be deemed necessary.

The Trade Society of United Vellum Binders, "White Swan Inn," Upper Thames-street, London.

Established 24th March 1823.—Rules deposited 21st November 1863.

PREAMBLE.—The objects of this Society are, "To preserve the interests of the trade, and to aid the members in obtaining employment."

The pecuniary benefits are as follows:—

Weekly pay to members out of employment; assistance to the necessitous member in distress; annuities to aged and infirm members; and 10 *l.* on a free member's death.

Also, to provide a fund for an annual dinner and ball.

RULE 35. That any member having a grievance to complain of in connexion with the trade may bring the same before the committee, who shall make the necessary inquiries, and render him every possible assistance in accordance with the rules; and should they be of opinion that it is a case affecting the interests of the trade, they shall refer the same to the society.

Friendly Society of Carpenters and Joiners, "Moore Arms Inn," Cadogan-street Chelsea, London.

Established 12th March 1838.—Rules deposited 24th March 1864.

PREAMBLE.—1st. The object of this Society is to raise funds for the mutual support of its members in case of sickness, accident, superannuation; for the burial of members and their wives; loss of tools by fire, water, or theft; and for assistance to members out of work.

2nd. This Society shall be called the "Friendly Society of Carpenters and Joiners."

14. Should any free member at any time be out of employment more than one week, under circumstances satisfactory to the society, and not disentitled to benefit in accordance with the tabular form in Rule 13, from the commencement of the second week he shall be entitled to the sum of 10 *s.* per week for 12 weeks, and a further sum of 6 *s.* per week for 12 weeks, making a total of 9 *l.* 12 *s.* in one year.

Amalgamated Society of Engineers, Machinists, Millwrights, Smiths, and Pattern Makers, 54, Stamford-street, Blackfriars-road, Surrey.

Established 1st January 1851.—Rules deposited 9th November 1864.

PREFACE.—The Amalgamated Society of Engineers, Machinists, Millwrights, Smiths, and Pattern Makers, is established to promote the interests of the above-named branches of trade; and although objections are sometimes raised against "trade societies," and charges made that they are monopolies and unjust restrictions, those who experience the great benefits they confer can fully appreciate their general usefulness.

PREAMBLE.—The object of this society is to raise, from time to time, by contributions among the members thereof, funds for the purpose of mutual support in case of sickness, accident, superannuation, emigration; for the burial of the members and their wives, and also for assistance to members out of work.

It shall be called and known by the title of the "Amalgamated Society of Engineers, Machinists, Millwrights, Smiths, and Pattern Makers;" and consist of members belonging to the following trades or branches:—Smiths, fitters, turners, pattern-makers, millwrights, machine-joiners, planers and borers employed in the machine and steam-engine business; also shipsmiths.

For the benefit of its members it shall be divided into branches, which shall be appointed in such numbers and districts as may be deemed necessary, in conformity with the

the rules provided for that purpose. Every branch of this society shall appoint its own officers, and conduct its own business, in the manner set forth in the following rules:—

Rule 14, sect. 2. Planers and borers may become members after having worked seven years at the trade. Machine joiners must be employed in the construction of cotton, silk, flax, or woollen machinery; and they, together with planers and borers, must receive the usual rate of wages paid to the other branches of trade mentioned in the preamble of the rules, in the district where they apply for admission, before they can be admitted.

Rule 17, sect. 1. Should any free member be thrown out of employment, under circumstances satisfactory to the branch to which he belongs, and not disentitled to benefit in accordance with Rule 15, or non free member be withdrawn from his situation by a branch, district committee, or executive council, and continue out for three consecutive days, he shall be entitled to the sum of 10 *s.* per week for 14 weeks; 7 *s.* per week for 30 weeks; and a further sum of 6 *s.* per week so long as he remains out of employment, making a total of 19 *l.* 18 *s.* in the year.

Sect 5. To prevent, as far as possible, any member obtaining his donation improperly, he shall state to the secretary the cause of his leaving his employment, so that the case may be laid before the next branch meeting; and if he be found in any way imposing on the society he shall forfeit his donation, and suffer such punishment as the branch committee consider his case deserves.

Amalgamated Metal Planers' Friendly Society, Waggon and Horses Inn, Shambles-street, off Bridge-street, Manchester, Lancashire.

Established 7 May 1838.—Rules deposited 22 March 1865.

Preamble.—The metal planers have formed themselves into a society, to be called "The Amalgamated Metal Planers' Friendly Society." The object of this society is to assist each other to obtain employment when necessary, and to raise from time to time, by subscriptions among the members, sufficient funds for the purpose of mutual support in case of sickness and want of employment, and likewise for the burial of members and their wives; and for the benefit of its members it shall be divided into branches, which shall be appointed in such numbers and districts as may be deemed necessary, in conformity with the rules provided for that purpose, Every branch of this society shall appoint its own officers, and conduct its own business in the manner set forth in the following rules.

18. Should any member who is entitled to benefit be thrown out of employment, he must send a written note to the secretary, stating the reason, or go personally; and if such be deemed satisfactory by the president and secretary, he shall receive the society's allowance of 8 *s.* per week, for 13 weeks, and 4 *s.* per week for the next 13 weeks, should he remain out of work so long, unless the society's funds be below 50 *l.*, when it shall be regulated according, but in no case to receive more than 13 weeks' full-pay, and 13 weeks' half-pay in one year, such payment to commence from the time the note is received; but no allowance to be paid for less than three days.

29. Should it be proved that any member of this society has given a bad character or false statement to any master or foreman, or to any other person who would tell the same against any other member, so as to cause him to lose a situation, or prevent him from getting one, and such statement or character cannot be proved, shall for the first offence be fined 5 *s.*, for the second 10 *s.*, and for the third expelled.

United Society of Boiler Makers and Iron Ship Builders of Great Britain and Ireland. Bradford Branch. Instituted August 1834.

(Deposited 9 November 1865.—The Leeds Branch has deposited similar Rules.)

Rule 11, sect. 1. That no person shall be admitted a member of this society who is not a legal boiler maker or iron ship builder, or under the age of 20 years; and that every competent person applying to become a member shall be admitted by paying the usual entrance money, according to the scale laid down in these rules; and any person wishing to become a member of this society shall be proposed on the regular meeting night, by a member who has not been less than 12 months in the society.

2. The person proposed shall have worked not less than five years at the trade previous to being proposed, and shall be required to pay, as proposition, on the night he is proposed, the sum of 5 *s.*, and for a code of laws 6 *d.*

Rule 12, sect. 1. That any member, when in employment, being two months in arrears, shall be summoned to attend on the third monthly night, when not less than half his contribution shall be received; and any member not paying when three month in arrears shall not be entitled to benefit until one month after paying up and being clear on the books; and any member being thrown out of employment through depression of trade, or

causes satisfactory to his lodge, and not receiving benefit from the society, shall be exempt from paying contributions while out of work, providing his fines and arrears do not exceed eight weeks' contributions when thrown out of work.

2. All members claiming exemption from paying contributions shall sign their names on the Tuesday and Friday of each week, before one o'clock, in a book kept for that purpose, or forfeit the benefit of exemption; and any member obtaining work, and not making it known to his branch within two days after beginning work, shall be fined 2 *s.* 6 *d.*, and forfeit the benefit of exemption. Any member earning three days' wages in one week shall pay contributions for that week.

3. Should any free member be on the point of exclusion through distressed circumstances, and make it known to his branch, and if he be proved to have been a worthy member, a subscription by the members of his branch should be made, to retain him in the society. (*N. B.*—No member out of benefit to be allowed either voice or vote in the lodge-room.)

Rule 20, sect. 1. Should any free and full member be thrown out of employment through depression of trade, or circumstances satisfactory to the members of his branch, he shall receive a travelling certificate, stating the place and date of his entrance, branch of trade, and when clear on the books; such card to be stamped, and signed by the secretary and president, showing that he was clear on the books, and entitled to benefit when it was granted.

Rule 28, sect. 1. That in districts where members are compelled to work piece-work, and it be proved to the satisfaction of the executive council that the firm is reducing the prices below the usual and reasonable prices, they shall allow the men resisting the reduction 7 *s.* per week for two weeks, after being out six days, after which they shall receive their travelling cards, according to Rule 20.

2. That any member or members in a shop, either on piece-work or day-work, where a dispute arises connected with our trade or society, no member or members shall be allowed to call at such shop or shops after being made acquainted with such dispute, or, for so doing, to be fined the sum of 10 *s.*; and that any member of this society, either angle-iron smith, plater, rivetter, or holder-up, encouraging any holder-up or labourer to violate this rule by allowing him to practise with his tools, or otherwise instructing him in other branches of the trade, contrary to these rules, shall, on proof thereof, be fined, for the first offence, 5 *s.*, for the second 10 *s.*, and for the third to be expelled the society.

3. That in all cases of dispute on piece-work, and receiving the above benefits, such benefits to be taken from the contingent fund; and when the contingent fund is reduced, the Executive shall take the sense of the Order on the propriety of increasing the contingent fund subscriptions, so as to meet the claim upon it. Members receiving relief according to this rule to receive no more than 7 *l.* in one year, unless sanctioned by the executive.

4. That each lodge hold its own contingent fund, subject to the executive council, who shall have power to order an equal portion from each branch, in proportion to the number of members, to the branch or locality requiring it, in case of dispute; and that a separate account of such fund be sent to the executive in each quarterly report of the branch.

Rule 29, sect. 1. Should a dispute arise in any shop, the members of that shop shall make it known to their branch, which, if it only affects the interests of two or three members, such branch to have power to settle it, and grant to members wishing to travel 12 *s.* cards, or 12 *s.* per week, donation; but should a general dispute arise in any shop, which cannot be amicably settled by the branch, it shall be referred to the executive council, who shall give them instructions on the subject. All members losing their employment through such disputes, after being sanctioned by the executive, shall receive the sum of 12 *s.* per week, so long as they remain out of employment. This rule to be applied to all disputes, excepting the settlement of piece-work prices.

Rule 30, sect. 1. That for the future any holder-up who has not been brought up to the trade, in accordance with the above rule, shall work at that branch at least five years previous to being 25 years of age before he can become a member of this society, after which time he shall be admitted by paying the usual entrance money, according to the scale laid down in the above rule, and in conformity with the requirements of the society; but any holder-up entering, under this rule, be not allowed to progress or rise to any other branch of the trade, without the consent of a majority of the members of the branch he belongs to.

2. That no branch be allowed to grant permission to any holder-up that has entered under this rule to progress or rise to any other branch of the trade until he has been two years in the society, and is clear on the books at the time of making such application. Should any holder-up gain admittance into the society contrary to this rule, he shall, as soon as proved, be expelled, and forfeit all moneys he has paid in.

Rule 31, sect. 1. That rivetters going to plating be under the same restrictions; and that any one who may get the sanction of the branch to go rivetting, plating, or angle-iron smithing, shall be allowed six months to get the same amount of wages as the majority of the

the same branch in the shop he may be in; and that none be allowed to go back to the branch he left in the same shop, unless he receive his usual wages. But any member or members out of work or on travel shall be allowed to take a job at a lower branch than he professes, if he feels inclined to do so, providing there is no one of that branch out of work in that locality; but in no case shall they be allowed to go to a lower branch in the shop or town where they have been working.

2. Any member violating this law shall be fined 10 *s.* for each offence, and be put back to the branch he left, and be not allowed to follow the branch for which he was fined until he obtains the sanction of his branch; and if his branch refuse such sanction he shall have power to refer the case to the executive council; but in all cases where this law cannot be carried out they shall be referred to the executive council.

Rule 36, section 1.—That any officer or member divulging the name of any member who has voted against any person proposed to become a member of this society, or making it known that any member or members have voted for or against any member proposed to hold office, or representing any part of the business of a meeting to any superiors of a shop, so as to bring a member or members into the anger of such superiors in a shop, or refusing to give the name of a person who shall speak of the transactions, so as to bring either member or members or the society into disrepute, either of the members so offending shall be fined in any sum the committee may think fit, so as not to exceed 10 *s.*

Rule 42, section 1.—That any member desirous of benefiting the society, shall consider it his duty to acquaint a brother of any place where employment may be obtained. Any member using his influence to obtain employment for a non-member shall be fined for such offence 10 *s.* Any member losing time to obtain work for one or more members, after having the sanction of the secretary or committee, shall be paid for his loss of time upon making application and proving the same to the satisfaction of the committee of his branch.

2. That if any employer should be injured by the misconduct of any member or members of this society, and the same be proved to the satisfaction of the committee of his or their branch, such member or members shall be fined from the sum of 10 *s.* to 5 *l.*, but not to exceed that sum; if not paid within three months, to be placed against them as arrears.

3. Any secretary receiving notice from the general secretary that men are wanted in any particular locality, such secretary applied to shall, immediately on receiving such notice, send such free members, as he considers qualified, out of employment; but should any such member refuse to go when desired, they shall not be entitled to the benefit of travelling relief until they have again been in employment one month; members so sent on travel shall be allowed the cheapest fares, whether by railway, stage coach, or steamboat, but no portion of the funds of the society shall be lent under any pretence whatever.

4. Any member or members sent to employment by the general or a branch secretary, the said member or members shall work at such employment at least three months at the average rate of wages in the place, except such satisfactory reasons can be given to his or their branch, or a committee of the same, for leaving such employment. Any member or members leaving their employment contrary to this rule, shall pay back the fare or fares which they have received, together with a fine of 10 *s.*, and shall not be entitled to the benefits of travelling relief until such fares and fines be paid.

Rule 46, section 1.—That all delegates on society's business to receive 9 *s.* 6 *d.* per day, with 6 *s.* for Sunday, if compelled to be away from home, and the corresponding secretary to be paid in the same proportion; no more than seven days to be paid in one week.

Rule 49, section 1.—That this society shall be divided into districts where there are more branches than one, and a local district committee of seven members shall be appointed, each branch, as nearly as practicable, electing equal numbers; or one chosen from each branch, where there are more than seven branches of the society. They shall watch over the interests of the trade, and transact such business as affects the district generally, but shall not interfere with the business pertaining to any particular branch of the society, and their proceedings shall be subject to the approval of the executive council.

London Wood and Tin Packing Case Makers' Society, "White Horse Tavern," Moor Lane, Cripplegate, London.

Instituted January 1866.—Rules deposited January 1867.

Rule 2.—The objects of this society are to raise funds for the mutual support of its members when out of work, the burial of deceased members or their wives, loss of tools by fire, and to preserve the interests of the trade.

Rule 13.—There shall be members appointed from each shop engaged in the above trades, connected with this society, to represent them at delegate meetings. Each shop to appoint its own delegate or delegates—the number to be one in ten—whose duties shall be to collect all contributions due to the society from the members, and enter the same in a book to be provided for that purpose, and also give a receipt for the same on each member's card. They shall attend at the society's house on each pay night, and pay all moneys over they have received, and take a receipt for the same in their books. In no case shall any money be paid without producing the delegate book. They shall submit the same to the members in the shops they represent at any time when required, and shall give a certificate of discharge to any member discharged from their shop. They shall hold their office at the option of the members they represent; should they resign, or leave the shop, others shall be appointed in their place. The delegate meetings to be on every Tuesday night, from half-past seven to half-past ten o'clock, but never later than eleven; after that time all questions before the meeting to stand adjourned. They may bring forward any matters connected with the interests of the society in general or the members they represent, receive applications for new members, and settle all disputed claims on the funds of the society; but in no case shall the delegates have the power to vote any money from the funds for any other purposes than those contained in these rules; and on no account shall the delegate meetings interfere with the transactions of the committee. Should any delegate neglect to pay over any amount he may receive on account of the society, the secretary shall have authority to write to such delegate, calling attention to his neglect, and requesting him to attend the next delegate meeting to pay up all arrears. In case such delegate fails to appear, or send a satisfactory explanation, the secretary shall report the same to the next delegate meeting, who shall then summons such defaulter to appear within eight days, and pay over all moneys held by him belonging to the society. If he continues to hold such moneys he shall forthwith be prosecuted according to law, and forfeit all rights of membership. Every member to pay one penny per week to delegates.

Rule 14. Donations.—Every member of this society, in compliance with these rules, shall receive from the funds, when out of employment, at the rate of 10*s.* per week, but not to exceed more than thirteen weeks in one year. He must sign his name in the out-of-work book at the society house every morning before eleven o'clock, or forfeit his claim for every neglect, unless he can show the committee reasonable cause for such neglect, and shall produce a certificate from his delegate stating the cause of his discharge. Any member discharged for drunkenness or neglect of work, or should at any time be unable to work on account of illness, shall not be entitled to claim this benefit. No member to be subject to fines for arrears during illness. Members in receipt of this benefit, upon obtaining employment, to send a notice in writing to the secretary, containing the name of the shop where he has obtained employment, or be fined sixpence.

Any free or non-free member leaving his employment under circumstances satisfactory to the committee shall be entitled to receive at the rate of 15*s.* per week while out of employment.

Any officer being discharged for holding office, if he sign the out-of-work book every day, shall be entitled to receive at the rate of 1*l.* per week while out of employment.

Rule 21.—That if at any time there shall be a heavy demand on the funds, the committee shall have power to advise a levy, when a special general meeting shall be summoned, at which meeting a full explanation shall be furnished by the secretary why such levy is advised.

Perseverance Association of Carpenters and Joiners, 1, Tufnell-place, Essex-road, Islington, London.

Rules deposited 18th December 1856.

Preamble.—1. The object of this society is to raise funds for the following purposes; "To assist its members in supporting the general interests of the trade." "The insurance of tools lost by fire, theft, and such other casualties as may be agreed to;" "to assist its members in case of long illness, and to provide for the burial of members and their wives;" "to assist members in obtaining employment, and to lend a portion of the funds to the members on loan;" and, "to introduce, from time to time, such further improvements as may be likely to increase the usefulness and stability of the society." 2. This society shall be called the "Perseverance Association of Carpenters and Joiners." 3. Branches of this society may be formed in any locality within the metropolitan postal district.

Rule 22.—Members leaving their employment through disputes in the trade, shop, or job, for reasons satisfactory to the managing committee and the members, shall be entitled to a sum not exceeding half wages, so long as such dispute lasts, but such member shall, in all cases where practicable, first consult the committee before taking action; and no member shall be entitled, by right, to the benefit of this rule, if his conduct has been arbitrary or overbearing, nor unless the sanction of the committee has been first obtained, and all conciliatory measures have failed to settle such dispute.

RULE 24.—In case of great depression in trade, or of disputes in the trade likely to lead to a protracted drain on the funds, it shall be in the power of a special meeting convened for that purpose, to make arrangements, or to appoint a committee to make such arrangements as may be necessary for the employment of members out of work, under such conditions as may be found equitable.

RULE 25.—The customs, privileges, or established rights of the trade, for which members shall receive the support of the society, and be expected to maintain, shall be decided or sanctioned by the annual meeting in December. They may be printed on members' cards, or otherwise, and shall not be altered without a special meeting convened for that purpose.

RULE 34.—This Society may be affiliated to other societies for mutual protection or benefits, but on no account shall any of these rules be altered or suspended by any general laws or rules governing such affiliated societies. This society may also be represented at any council of trades for mutual benefit.

RULE 36.—The object of this fund is to grant sums of money to trades who may be for just reasons seeking their own social advancement, or resisting oppression or unfair treatment on the part of their employers; also to relieve unfortunate members who may be reduced in circumstances by affliction or other causes, and may have received all benefit granted by this society in his case.

United Society of Boat and Flat Builders, Birmingham.

Established 1865.—Deposited January 1867.

RULE 1. This Society shall be called "The United Society of Boat and Flat Builders;" the business thereof shall be carried on in Birmingham and such other towns as may think fit to form lodges in connection therewith; and the object thereof shall be the relief of the members in affliction, and the decent interment of the dead; also for the relief of members out of work.

16. Every member shall pay the sum of 6*d.* per week, or 1*s.* per fortnight, towards the fund for the relief of members out of employment.

19. Should any free member be thrown out of employment through shortness of work, or other causes satisfactory to the branch to which he belongs, and continue out for three consecutive days, he shall, if he be clear on the books, receive the sum of 10*s.* per week for 14 weeks, 7*s.* per week for 26 weeks, and a further sum of 6*s.* per week so long as he remains out of employment. Any member receiving short donation benefit of either 6*s.* or 7*s.* per week, shall not be again entitled to full donation until he has worked four successive weeks at the trade, and received the ordinary rate of wages in the district in which he is employed. He shall not receive more than 14 weeks full donation in one year, the period to be reckoned back from the time he is in receipt of benefit. A member who has not received 14 weeks of full donation during the year, commencing when he first declared on benefit, but has received a portion of the 14 weeks at different times during that period, shall not be entitled, at the end of the year, to recommence another full period of full donation, but shall be entitled to as much only as will make the amount he has received within 52 weeks into 14 weeks of full benefit; and on no account shall he receive more than 14 weeks of full donation within any period of 52 weeks.

41. If any member refuses to comply with any decision, or censure the proceedings at any meeting, every such member shall be fined 6*d.*, and these rules shall be binding on every member of the society. If any officer attempt to deface or overturn the true intent and meaning of these rules, or any part of them, he shall be fined not exceeding 10*s.*

43. That if any member make known the transactions of this society to any person who is not a member, or improperly reflect on the decision of a meeting of the society or committee, so as to bring any member into contempt or ridicule, he shall, for each offence, be fined 5*s.*, and if the fine be not paid on the next meeting night he shall be expelled the society altogether.

48 Any free or non-free member losing his employment through drunkenness, felony' fraud, or disorderly conduct, shall not be entitled to donation until he has again been in employment two months, and receiving the ordinary rate of wages of the district in which he may be at work. To prevent, as far as possible, any member obtaining his donation improperly, he shall state to the secretary the cause of his leaving his employment, so that the case may be laid before the next branch meeting, and if he be found in any way imposing on the society, he shall forfeit his donations, and suffer such punishment as the branch committee consider his case deserves.

49. Any member who shall be in receipt of the out-of-employment donation, shall, if a situation be secured for him (providing he is to receive the ordinary wages in the district where such situation be procured), immediately remove and accept the situation, or if he

do not choose to accept such situation, to forfeit all benefit from the society until the case be laid before his branch, who shall decide upon his future claim for donation; and any member who shall be in receipt of the out-of-employment donation shall (if sent to a situation) be paid at the rate of 1*d.* per mile for his travelling fare, although he may not have been out of employment for three days.

North Staffordshire Amalgamated Society of Wheelwrights, Smiths, and Carpenters.

Established November 1865.—Rules deposited 14 January 1867.

PREAMBLE.—1st. This society shall be called "The North Staffordshire Amalgamated Society of Wheelwrights, Smiths, and Carpenters."

2nd. The object of this society is to raise funds for the mutual support of its members in case of sickness or accident, for the burial of members and their wives, and for assistance to members out of work.

3rd. It shall be divided into branches, each branch to appoint its own officers and conduct its own business as directed in the following rules.

11. (Sect. 6.) They shall have power to make an order upon any branch for moneys to discharge any bill or debt contracted by or on account of the society; and should any branch refuse to remit such moneys, they shall be further empowered to suspend, expel, or by legal process recover the same; or they may send a deputation to any branch refusing to comply, and take possession of all that belongs to the amalgamation, and when in possession of the branch books, moneys, and papers, to summon a general meeting of the branch and discuss the matter in dispute, and if the officers and a few members only are in fault, they may be moved or expelled, and new ones appointed. They shall appoint three members of the executive committee to superintend all printing, and purchase all stationery for the society, also boxes and bags. The executive committee shall have full power to cause one branch to remit to another branch, from time to time, whatever sums of money they may deem necessary to meet the expenditure of such branch. They may, upon application of any branch, appoint a deputation to visit any locality to promote or further the interests of the society.

12. (Sect. 3.) The secretary shall issue a monthly report which shall be the medium of communication between the executive committee and the branches, and shall give the result of voting by the members on any question, the state of trade in each locality, and all resolutions with the decision of the executive committee thereon.

(Sect. 4.) If the executive committee consider it necessary, he shall direct that members on donation be removed from one branch to another, where there is a probability of employment. He shall compile the quarterly and yearly reports according to the returns received from the branches; also a return of votes for and against the subject upon which the executive committee may consult the members, and send a copy to each branch with a detailed annual account of the expenses incurred by the executive committee, and a full report of the society's income and expenditure for the past year, with a list of branch houses, and dates of meetings.

14. Any number of wheelwrights, smiths, and carpenters, not less than seven, who desire to form a branch of this society, must apply to the nearest branch, and state their ages and how long they have worked at the trade. Any branch applied to as above shall send to the executive committee the number of men and all other particulars; should they decide that such applicants may open a branch at any specified place, they may adopt measures to carry the same into effect. Persons entering a new branch shall be subject to the same rules and regulations as persons entering other branches.

15. (Sect. 6.) The contributions paid by members shall be held for, and devoted to, the payments of the benefits held out in these rules, and such other objects as the rules contemplate, or two-thirds of the members voting may sanction, but no benefit secretary, or other officer, shall lend any portion of the society's funds; for doing so, they shall be held responsible, and shall immediately repay the same and be fined 10*s.*

16. (Sect. 1.) Should any free member at any time be out of employment more than four days, under circumstances satisfactory to the branch and not disentitled to benefit in accordance with the tabular form in Rule 15, he shall be entitled to the sum of 8*s.* per week for the first six weeks, and 6*s.* per week for the next six weeks, making a total of 4*l.* 4*s.* in one year; but should he be out of employment less than four days he shall not be entitled to benefit.

(Sect. 2.) Each time a member claims donation, the benefit secretary shall refer to his benefit book to ascertain if the member has received the full amount of 4*l.* 4*s.* in the past year, such year to date 12 months back from each time the member claims donation. If he has received said full amount in the past year, he shall work four successive weeks before he can again claim donation, and must receive the average rate of wages of the town

town in which he is employed. Any member refusing to accept work shall be suspended from donation until the case be laid before the committee of his branch, who shall decide upon his future donation.

(Sect. 4.) Any officer being discharged from employment for holding office, if he sign the vacant book each day he shall be paid at the rate of wages he was receiving when discharged, such remuneration to continue until he obtain employment. He shall also be entitled to receive the expenses of himself and family to the place at which he may obtain employment.

(Sect. 5.) Any free or non-free member leaving his or their employment under circumstances satisfactory to the branch or executive committee, shall be entitled to the sum of 10*s.* per week.

The following is a Copy of the 18 & 19 Vict. c. 63, s. 44, with the Provisions of the 18 & 19 Vict. c. 63, applicable thereto.

In the case of societies whose rules are not certified, disputes between the society and its members to be settled as in cases of certified societies.

Punishment in case of fraud, &c.

"In the case of any friendly society established for any of the purposes mentioned in section 9 of this Act, or for any purpose which is not illegal, having written or printed rules, whose rules have not been certified by the registrar, provided a copy of such rules shall have been deposited with the registrar, every dispute between any member or members of such society, and the trustees, treasurer, or other officer, or the committee of such society, shall be decided in manner hereinbefore provided with respect to disputes, and the decision thereof, in the case of societies to be established under this Act, and the sections in this Act provided for such decision, and also the section in this Act which enacts a punishment in case of fraud or imposition by an officer, member, or person, shall be applicable to such uncertified societies: provided always, that nothing herein contained shall be construed to confer on any such society whose rules shall not have been certified by the registrar, or any of the members or officers of such society, any of the powers, exemptions, or facilities of this Act, save and except as in and by this section is expressly provided."

The purposes mentioned in sect. 9, are—

For payments on death.

1. For insuring a sum of money to be paid on the birth of a member's child, or on the death of a member, or for the funeral expenses of the wife or child of a member.

For relief in sickness, &c.

2. For the relief or maintenance of the members, their husbands, wives, children, brothers or sisters, nephews or nieces, in old age, sickness, or widowhood, or the endowment of members or nominees of members at any age.

A friendly society, therefore, established for any of the above-mentioned purrposes, or for any purpose which is not illegal, and whose rules are not certified, may, by depositing a copy of the printed or written rules with the registrar, obtain the benefit of having all disputes settled in the way directed by their rules, and enforced in the county courts; or if the rules contain no provision for settling disputes, then application may be made, in the first instance, to the county court: proceedings may also be taken before justices against any officer, member, or other person withholding or misapplying the property of the society.

The following are the sections of the 18 & 19 Vict. c. 63, referred to:—

"Every dispute between any member or members of any society established under this Act or any of the Acts hereby repealed, or any person claiming through or under a member, or under the rules of such society, and the trustee, treasurer, or other officer, or the committee thereof, shall be decided in manner directed by the rules of such society, and the decision so made shall be binding and conclusive on all parties, without appeal."—18 & 19 Vict. c. 63, s. 40.

In what cases by the County Court.

"In all friendly societies established under this Act, or any of the said repealed Acts, all applications for the settlement of disputes that may arise or may have arisen in any society, the rules of which do not prescribe any other mode of settling such disputes, or to enforce the decision of any arbitrators, or to hear or determine any dispute, if no arbitrator shall have been appointed, or if no decision shall be made by the said arbitrators within 40 days after application has been made by the member or person claiming through or under a member, or under the rules of the society, shall be made to the county court of the district within which the usual or principal place of business of the society shall be situate; and such court shall, upon the application of any person interested in the matter, entertain such application, and give such relief, and make such orders and directions in relation to the matter of such application, as hereinafter mentioned, or as may now be given or made by the Court of Chancery, in respect either of its ordinary or its special or statutory jurisdiction; and the decision of such county court upon and in relation to such application as aforesaid shall not be subject to any appeal: provided always, that in Scotland the sheriff within his county, and in Ireland the assistant barrister within his district, shall have the same jurisdiction as is hereby given to the judge of the county court."—s. 41.

Order of County Court, how enforced.

"In all cases where the order of such county court shall be for the payment of money, the same may be enforced in the same manner as the ordinary judgments of such court are enforced; but where the order of the said court shall be for the doing of some act, not being for the payment of money, it shall be lawful for the judge of such county court, in his said order, to order the party to do such act, or that in default of his doing it he shall pay a certain sum of money; and in case he refuse or neglect to do the act required, upon demand in that behalf, the sum of money or penalty in the said order may then be recovered in the same manner as a judgment for debt or damages in such court; and it shall not be lawful to remove the same by certiorari or other writ or process to any superior court of record."—s. 42.

Punishment of fraud in withholding money, &c.

"If any officer, member, or other person, being or representing himself to be a member of such society, or the nominee, executor, administrator, or assignee of a member thereof, or any person whatsoever, by false representation or imposition, shall obtain possession of any moneys, securities, books, papers, or other effects of such society, or having the same in his possession shall withhold or misapply the same, or shall wilfully apply any part of the same to purposes other than those expressed or directed in the rules of such society, or any part thereof, it shall be lawful in England for any justice of the peace acting in the county or borough in which the place of business of such society shall be situated, upon complaint made by any person on behalf of such society, to summon the person against whom such complaint is made to appear at a time and place to be named in such summons; and any two justices present at the time and place mentioned in such summons shall proceed to hear and determine the said complaint, in manner directed by the Act passed in the 11th and 12th years of Her present Majesty, chap. 43; and in Scotland every such offence may be prosecuted by summary complaint at the instance of the procurator fiscal of the county, or of the society, with his concurrence, before the sheriff; and if the said justices or sheriffs respectively shall determine the said complaint to be proved against such person, they shall judge and order him to deliver up all such moneys, securities, books, papers, or other effects to the society, or to repay the amount of money applied improperly, and to pay, if they think fit, a further sum of money not exceeding 20*l.*, together with costs not exceeding 20*s.*; and in default of such delivery of effects, or repayment of such amount of money, or payment of such penalty and costs aforesaid, the said justices or sheriffs may order the said persons so convicted to be imprisoned in the common gaol or house of correction, with or without hard labour, for any time not exceeding three months: provided, that nothing herein contained shall prevent the said society, or in Scotland Her Majesty's Advocate, from proceeding by indictment against the said party: provided also, that no person shall be proceeded against by indictment if a conviction shall have been previously obtained for the same offence under the provisions of this Act."—s. 24.

(signed) *John Tidd Pratt,*
Registrar of Friendly Societies in England.

Friendly Societies Office,
28, Abingdon-street, Westminster, S.W.

SOCIETIES.

RETURN of Number of Societies which have deposited their Rules with the Registrar of Friendly Societies in *England*, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established.

(*Mr. Russell Gurney.*)

Ordered by The House of Commons, *to be Printed,*
21 *February* 1867.

75.

Under 3 *oz.*

SOCIETIES.

RETURN to an Address of the Honourable The House of Commons, dated 8 February 1867;—*for*,

"RETURN of Number of Societies which have deposited their Rules with the Registrars of Friendly Societies, in *England*, *Scotland*, and *Ireland*, respectively, under the Act 18 & 19 Vict. c 63, s. 44, with the Name and Objects of each, and when Established."

(So far as relates to Societies in Ireland.)

RETURN from the Registrar of Friendly Societies in *Ireland*, of the Number of Societies which have deposited their Rules with him, under the 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established.

Number of Societies - - - - - - - - - 12

When Deposited.	Names and Places of Meeting.	Established.	OBJECTS.
12 Sept. 1860	St. Anne's Loan Fund Society, 47, Cuffe-street, Dublin.	Sept. 1860	To form a fund out of which loans shall be made to the members for the purpose of enabling them to procure, upon advantageous terms, the tools and implements required in their respective trades or callings, and for purchasing food, firing, and clothing, and for the maintenance and education of their children.
20 Nov. 1862	Licensed Beer Traders' Protection Society, 38, Castle-street, Dublin.	Nov. 1862	To form a society for the protection of their trade, and the mutual assistance of each other, and to use their exertions to have opened a free trade in the sale of all liquors. Funds to be used for benefit of the members and advantage of their interests in the employing of solicitor and counsel as occasion may require to defend their rights; in giving advances for payment of fines, renewal of licences, and in every other manner as to them may seem good and advisable.
8 Oct. 1864	Belfast Amateur Rowing Club, Belfast	October 1864	To establish an amateur rowing club.
12 Oct. 1866	Crown Provident Society, National Education Office, Dublin.	Sept. 1866	To create a fund to be lent out for the benefit of its members.
25 Mar. 1863	Foresters' Provident Loan Fund, 58, Bolton-street, Dublin.	- - 1863	Raising a fund by mutual subscription for the purpose of accommodating members with loans at a small rate of interest, payable by weekly instalments.
30 Jan. 1864	Same Society; amendment of rules.		
12 May 1859	St. Joseph's Provident Loan Fund, 14, Kingstown Avenue, Co. Dublin.	- - 1859	To raise a fund by weekly subscriptions to be lent out in shares every week amongst the members only.
6 July 1860	Kingstown Penny Bank, Sussex-place, Kingstown.	- - 1860	To foster habits of prudence and self-dependence amongst the youth of both sexes, and the poorer classes generally, by affording them a safe and convenient investment for small sums in connection with the Savings Bank.
7 Aug. 1858	Land Stewards and Gardeners' Provident and Mutual Instruction Association, 23, Bachelor's Walk.	March 1858	To provide weekly allowance for members out of employment. 2. To grant them assistance in special cases of distress. 3. To organise reading-room or reading club.
30 Oct. 1857	Meath Provident Loan Fund Society, 31, Pimlico, Dublin.	- - 1857	To raise a fund by weekly subscription to be lent out amongst the members for the purpose of furthering them in business.
7 May 1859	St. Michan's Loan Fund Society, 15, Little Britain-street, Dublin.	- - 1859	To raise a fund to be lent to the members of the Saint Michan's Tontine Society.
15 Feb. 1859	Dublin Protestant Loan Fund and Benefit Society, 63, South Great St. George's-street, Dublin.	11 Jan. 1859	The raising of funds by weekly subscription to be lent out for the benefit of its members.
2 Nov. 1857	Working Man's Joint Stock and Loan Fund Society, 17, Bride-street, Dublin.	- - 1857	The frugal investment by members for the better enabling them by loans and dividends to purchase food, firing, clothes, and other necessaries, or tools or implements of their trade or calling, or to provide for the education of their children.

9, Upper Ormond Quay, Dublin,
28 February 1867.

Edward L. Griffin,
The Registrar of Friendly Societies in Ireland.

SOCIETIES.

RETURN of Number of Societies which have deposited their Rules with the Registrar of Friendly Societies in *Ireland*, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established.

(*Mr. Russell Gurney.*)

Ordered, by The House of Commons, *to be Printed,*
6 *March* 1867.

SOCIETIES.

RETURN to an Address of the Honourable The House of Commons, dated 8 February 1867;—*for*,

"RETURN of Number of Societies which have deposited their Rules with the Registrars of Friendly Societies, in *England*, *Scotland*, and *Ireland*, respectively, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established."

(So far as relates to Societies in Scotland.)

RETURN of the Number of Societies which have deposited their Rules with the Registrar of Friendly Societies in *Scotland*, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established.

No.	Name of Society.	Date of Certificate.
1	Loyal Robert Burns; an Auxiliary Branch of the Aberdeen District of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society, in Aberdeen.	17 April 1856
2	The Ayrshire Friendly Society, Kilmarnock.	11 Aug. 1856
3	The Devon Brotherly Death Society -	23 July 1856
4	The St. Paul's Operative Lodge of Free Gardeners, Arbroath.	6 Feb. 1856
5	The Montrose Benevolent Society, or Lodge of Odd Fellows, Montrose.	12 June 1856
6	The Mossend Iron Works Friendly Society, Mossend.	23 July 1856
7	The Scottish Legal Liver Burial and Loan Society, Glasgow.	19 Sept. 1856
8	The Calton Mechanics' Permanent and Yearly Society.	20 Oct. 1856
9	The Armadale Thistle Lodge of Free Gardeners.	9 Mar. 1856
10	The Rock of Hope Lodge of the Independent Order of Odd Fellows, Manchester Unity, Denny District, Stirling.	5 July 1856
11	The Denny and Dunipace Miners' Friendly Society, Dunipace.	27 Nov. 1856
12	The Free Associated Lodge of Free Masons, Dundee.	4 Dec. 1856
13	The Edinburgh School of Arts Friendly Society.	30 Dec. 1856
14	The Ford Pathhead Juvenile Friendly Society.	22 Dec. 1856
15	The Kilmarnock Economical Society -	11 Dec. 1856
16	The St. James's Society of Aberdeen -	20 Dec. 1859
17	The Aberdeen Branch of the Locomotive Steam Enginemen and Firemen's Friendly Society; established at Birmingham May 1839.	30 May 1861
18	The Aberdeen Operative Slaters' Benefit Society.	17 July 1861
19	The Aberdeen and Northern Friendly Society.	2 May 1862
20	The Trades' Friendly Society of Peterhead.	4 Dec. 1863
21	The Locomotive Steam Enginemen and Firemen's Friendly Society, 44, Liverpool-street, Salford, having a place of meeting in Scotland, in Aberdeen.	8 Feb. 1 864
22	The Dalry Free Masons' Friendly Society.	11 Dec. 1857
23	The Easdale Funeral and Friendly Society.	15 July 1857
24	The Saltcoates Solomon Lodge of Free Gardeners' Friendly Society, Saltcoates.	Feb. 1858
25	The Kilwinning Thistle Lodge of Free Gardeners' Friendly Society, Kilwinning.	9 Feb. 1859
26	The Kilbirnie Free Masons' Friendly Society.	16 Sept. 1861
27	The Dalry Protestant Permanent Society.	14 April 1862
28	The Lugar Iron Works Workmen's Friendly Society, Lugar, by Old Cumnock.	15 July 1863
29	The Lugar Funeral Society, Lugar.	4 Dec. 1863
30	The Kilmaurs Fellow Feeling Society.	19 Nov. 1866
31	The Old Kilpatrick Friendly Society.	16 Feb. 1864
32	The Loyal Caledonian Lodge, No. 4,176, of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society, Moffat.	23 May 1859
33	The Loyal Annandale Lodge, No. 4,854, of the Independent Order of Odd Fellows, Manchester Unity, Lockerby.	10 April 1860
34	The Thornhill District Branch of the Independent Order of Odd Fellows, Manchester Unity, Dumfries.	22 July 1862
35	The British Workman's Friendly Society, Friar's Vennel, Dumfries.	15 Mar. 1862
36	The Loyal Robert Burns's Lodge, Dumfries, No. 4,760, of the Independent Order of Odd Fellows' Friendly Society, Thornhill District, Dumfries.	22 April 1862
37	The Friendly Society of Ministers, in connection with the United Presbyterian Church, Edinburgh.	Not entered in my predecessor's book.
38	The St. Cuthbert's Lodge of Free Gardeners' Benefit Society, Edinburgh.	Unable to find it.
39	The St. Cuthbert's Permanent Friendly Society, Edinburgh.	6 Feb. 1860
40	The Cramond Male and Female Funeral Society.	20 Mar. 1860
41	The Edinburgh Journeymen Bookbinders' Society.	4 May 1859
42	The Edinburgh Typographical Funeral Scheme Society.	28 Mar. 1860.
43	The Goldsmiths', Lapidaries', &c., Friendly Society, Edinburgh.	17 April 1860

No.	Name of Society.	Date of Certificate.
44	The United Operative Plasterers of Edinburgh Benefit Society.	18 May 1860
45	The Servants' Institution Friendly Society, Edinburgh.	Unable to find it.
46	The Port Hopetown Economic Friendly Society.	Unable to find it.
47	The Edinburgh Bread Society, Edinburgh.	7 Aug. 1861
48	The Edinburgh Cabmen's Benefit Society.	30 Aug. 1861
49	The Cabmen's Benefit Society at Edinburgh.	30 April 1862
50	The St. Cuthbert's Association of Edinburgh.	7 Jan. 1863
51	The Fisherrow Operative Permanent Benefit Society, Fisherrow, near Musselburgh.	26 Jan. 1863
52	The Heart of Mid-Lothian Friendly United Assurance, Sick, and Burial Society.	16 Feb. 1863
53	The United Sick Benefit Society of Journeymen Fleshers in Edinburgh.	28 April 1863
54	The Jamaica-street Male and Female Society, Edinburgh.	23 July 1863
55	The East and Mid-Calder Funeral Expense Society, East Calder.	6 Jan. 1864
56	The St. Andrew's Lodge of Free Gardeners Friendly Society, Edinburgh.	17 Feb. 1864
57	The Edinburgh Branch of the Locomotive Steam Enginemen and Firemen Friendly Society, Edinburgh.	24 Feb. 1864
58	The New Bridge Funeral Expense Class Society.	2 July 1864
59	The Glasgow United Friendly Society, Glasgow.	12 July 1864
60	The Paisley Equitable Society, Paisley	29 July 1864
61	The Quarter Friendly Society, Quarter, by Hamilton.	8 Aug. 1864
62	The Loyal Vale of Clyde Lodge, No. 2,786, Independent Order of Odd Fellows, Manchester Unity.	7 Oct. 1864
63	The Paisley Funeral Society, Paisley -	11 Oct. 1864
64	The Heriot Benefit Society, Heriot -	7 Nov. 1864
65	The Leith Lodge of Free Gardeners' Friendly Society.	15 Nov. 1864
66	The New Scottish Union of Boilermakers' and Iron Shipbuilders' Friendly Society, Greenock.	23 Nov. 1864
67	The St. Kessock, Lodge of Free Masons, Comrie, Strathearn.	24 Nov. 1864
68	The Tradeston Permanent Friendly Society, Glasgow.	29 Dec. 1864
69	The Mary Hill Friendly Society - -	4 Jan. 1865
70	The Edinburgh Union Society of Journeymen Bookbinders.	18 Jan. 1865
71	The Operative Bricklayers' Friendly Society.	27 Jan. 1865
72	The City of Glasgow Friendly Society.	7 Feb. 1865
73	The Bridgeton Permanent Yearly Society.	7 Mar. 1865
74	The Cumbernauld Brotherhood Weavers' Friendly Society.	8 Mar. 1865
75	The Edinburgh Holy Guild of St. Joseph Friendly Society.	14 Mar. 1865
76	The Scottish Legal, Burial, and Loan Society.	22 Mar. 1865
77	The Chapelhall Works Friendly Society.	6 April 1865
78	The James Watt, No. 4,468, Friendly Society, Greenock.	20 April 1865
79	The Reform Friendly Assurance and Loan Society, at Glasgow.	22 April 1865
80	The Caledonian Railway Engine-drivers' and Firemen's Life Insurance Friendly Society.	1 May 1865
81	The Society of Free Fishermen of Newhaven.	31 May 186
82	The Hamilton Thistle Lodge of Gardeners' Friendly Society.	31 May 186
83	The Lord Abercorn Friendly and Funeral Society of Wishaw.	31 May 186
84	The Thorn Free Lodge of the Independent Order of Mechanics, Tranent.	31 May 186
85	The Bedford-street Permanent Yearly Society, Glasgow.	31 May 186
86	The Larkhall Alexander Lodge, No. 10, of Free Miners' Friendly Society.	31 May 186
87	The Court Glenalbyn, No. 4,511, of the Ancient Foresters' Friendly Society, Greenock.	31 May 186
88	The Carrington Friendly Society -	31 May 186
89	The Burgh of Lanark Funeral Society	31 May 186
90	The Quarter Ironworks Friendly Society.	31 May 186
91	The Glasgow District Branch of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society.	14 June 186
92	The Dalkeith Youths' Friendly Society.	5 July 186
93	The Kirkfieldbank Funeral Society -	1 Aug. 186
94	The Loyal Caledonian Lodge, No. 2,245, of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society, Glasgow District.	19 Aug. 186
95	The Leavenseat Benefit Society - -	26 Aug. 186
96	The Parkfoot and Longcroft Friendly Society, at Denny, Stirlingshire.	29 Aug. 186
97	The Rutherglen Farm Funeral Society	4 Sept. 186
98	The Fergushill Colliery Funeral Society.	11 Sept. 186
99	The Monkland Malleable Works Friendly Society.	22 Sept. 186
100	The United Order of the Sons of Temperance Friendly Society, John Dunlop Division, Odd Fellows' Hall, 92, Charles-street, Greenock.	23 Sept. 186
101	The Paisley Young Men's Friendly Society.	28 Sept. 186
102	The Greenock District and Lodge of the Independent Order of Odd Fellows' Friendly Society.	17 Oct. 186
103	The Greenock District of the Ancient Order of Foresters' Friendly Society.	29 Sept. 186
104	The Court Royal Oak, No. 4,640, Friendly Society; a Branch of the Greenock District of the Ancient Order of Foresters.	18 Oct. 186
105	The Wishaw Coltness Lodge of Free Gardeners' Friendly Society.	20 Nov. 186
106	The Thrushgrove Permanent Sick and Funeral Society, Glasgow.	21 Nov. 186
107	The Loyal Robert Burns' Lodge, No. 7,882, of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society.	22 Nov. 186
108	The Oxton Friendly Society - -	9 Nov. 186
109	The Loyal City of Edinburgh Lodge of Odd Fellows, Manchester Unity, Friendly Society.	20 Nov. 186
110	The Clyde Apprentice Boiler-makers' and Iron Shipbuilders' Benefit Association or Friendly Society.	27 Nov. 186
111	The Glasgow Ship-riggers' and Mariners' Society.	7 Dec. 186
112	The Bye-laws of the Court Royal Archer, No. 1,544; an Auxiliary Branch of the Greenock District of the Ancient Order of Foresters.	9 Jan. 186

No.	Name of Society.	Date of Certificate.
113	The Thornhill District Branch of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society.	10 Jan. 1866
114	The Busby Friendly Society, at Busby, Renfrewshire.	22 Jan. 1866
115	The Masonic Brotherly Society of St. John's, Thornhill.	2 Feb. 1866
116	The Prestonpans Caledonian Lodge of Free Gardeners.	6 Feb. 1866
117	The Lamp of Lothian, No. 4,793, Friendly Society; an Auxiliary Branch of the Greenock District of the Ancient Order of Foresters' Friendly Society, at Haddington.	12 Feb. 1866
118	The Falkirk and Crispin Lodge Benefit Society.	16 Feb. 1866
119	The Loyal Tantallan Lodge Friendly Society, at North Berwick.	21 Feb. 1866
120	The Colinton Friendly Society, at Colinton.	1 Mar. 1866
121	The Bye-laws of the Court Newark, No. 4,111, Auxiliary Branch of the Greenock District of the Ancient Order of Foresters' Friendly Society.	9 Mar. 1866
122	The Edinburgh Type Founders' Benefit Society.	2 April 1866
123	The Loyal Sir George Abercromby Lodge, Castle Douglas, No. 5,279, of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society, Thornhill District, at Castle Douglas, in the Stewartry of Kirkcudbright.	4 April 1866
124	The Kames Friendly Society - -	4 April 1866
125	The New Lanark Junior Funeral Society.	13 April 1866
126	The Kilsyth Thistle Lodge of Free Gardeners' Friendly Society, at Kilsyth.	16 May 1866
127	The Robert Burns Friendly Society of Aberdeen.	16 May 1866
128	The St. George's Lodge of Free Gardeners' Friendly Society, at Edinburgh.	18 May 1866
129	The Edinburgh District of the Independent Order of Odd Fellows' Friendly Society, Manchester Unity.	31 May 1866
130	The Court Thistle of the Forest, No. 1,709, of the Ancient Order of Foresters' Friendly Society, at Kelso.	4 June 1866
131	The Dumbarton Branch of the Clyde Apprentice Boiler-makers' and Iron Ship-builders' Benefit Association, Dumbarton.	5 June 1866
132	The Loyal Dixon Friendly Society and Lodge, No. 1,901, of the Independent Order of Odd Fellows, Manchester Unity, Dumbarton District.	8 June 1866
133	The Loanhead Friendly Society -	11 June 1866
134	The Court Banks of Clyde, No. 1,109, of the Ancient Order of Foresters' Friendly Society.	13 June 1866
135	The Ploughmen and Agricultural Labourers' Friendly Society, Brechin.	25 July 1866
136	The Aberdeen and Northern Friendly Society.	13 Aug. 1866
137	The Pine Apple Lodge of Free Gardeners' Friendly Society, at Dundee.	23 Aug. 1866
138	The Edinburgh Working Men's Club and Institute.	4 Sept. 1866
139	The Morayshire Ploughmens' Protection and Relief Friendly Society, at Elgin.	27 Aug. 1866
140	The Glasgow Journeymen Joiners' Brotherly Society, Glasgow.	28 Aug. 1866
141	The Nethertonholm New Friendly Society, at Kilmarnock.	31 Aug. 1866
142	The Ramshorn Friendly Society, Glasgow.	5 Oct. 1866
143	The Northern District Economic Friendly Society, Edinburgh.	20 Oct. 1866
144	The Tranent Thorn Tree Friendly Society, Tranent.	27 Oct. 1866
145	The Lower Lodge of Freemasons' Friendly Society, Forfar.	31 Oct. 1866
146	The Loyal Lord Clyde Lodge, No. 5,405, of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society, Glasgow District.	6 Nov. 1866
147	The St. Patrick's Friendly Society, Glasgow.	9 Nov. 1866
148	The Greenock Journeymen Tailors' Friendly Society.	9 Nov. 1866
149	The Glasgow (Bell-street) Permanent and Yearly Society.	15 Nov. 1866
150	The Kilmaurs Fellow Feeling Society	19 Nov. 1866
151	The Journeymen Bakers' Friendly Society of Edinburgh and Leith.	26 Nov. 1866
152	The Loyal Granite Lodge Dalbeattie, No. 5,258, Friendly Society; an Auxiliary Branch of the Thornhill District of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society.	28 Nov. 1866
153	The Loyal Rock of Hope Lodge, No. 2,866, of the Independent Order of Odd Fellows, Manchester Unity, Friendly Society, Denny District.	30 Nov. 1866
154	The Scottish Branch of the Royal Liver Friendly Society, at Glasgow.	14 Dec. 1866
155	The Maryhill Caledonian Lodge of Free Gardeners' Friendly Society.	17 Dec. 1866
156	The Forth Iron Works Friendly Funeral Society.	24 Dec. 1866
157	The St. Thomas Lodge of Freemasons' Friendly Society, at Larkhall. *Note.*—The rules of the Society of this name, formerly instituted, being in the preamble of the present rules,—declared to be null and void, and of no effect.	26 Dec. 1866
158	The Greenock Friendly Funeral Society.	27 Dec. 1866
	The Laurieston and Tradeston Yearly Permanent Friendly Society, Glasgow.	31 Dec. 1866
159	The Edinburgh Gas Works Sick and Funeral Society.	16 Jan. 1867
160	The Nemphlar Friendly Society, Lanark.	30 Jan. 1867
161	The Barony of Laughton Friendly Society, at Parkhead, Mid-Lothian.	30 Jan. 1867
162	The Dumfries Masonic Benevolent Society.	31 Jan. 1867
163	The Glasgow Journeymen Coopers' Society.	12 Feb. 1867

LIST of SOCIETIES which have deposited their Rules in order to obtain the Benefits of the Special Sections of th Act 18 & 19 Vict. c. 63, for their respective cases.

No.	NAME OF SOCIETY.	Date of Certificate.	No.	NAME OF SOCIETY.	Date of Certificate
1	The Olive Branch Vale Male and Female Society.	—	9	The Yearly Society, Wall's End, Edinburgh.	10 Mar. 18(
2	The West Rose-street Male and Female Society; the Winter Branch.	—	10	The Male and Female Yearly Society, Adam Finlay's, Edinburgh.	10 Mar. 18(
3	The Thistle and Rose Yearly Society -	14 Mar. 1860	11	The South Bridge Yearly Society, Edinburgh.	24 Mar. 18(
4	The United Fleshers' Society of Glasgow.	17 Mar. 1860	12	The Yearly Friendly Society, High-street, Portobello.	25 June 18(
5	The Male and Female Yearly Society, Dean-street, Edinburgh.	29 Mar. 1860	13	The Union Yearly Friendly Society, Charles-street, Edinburgh.	17 Feb. 186
6	The Male and Female Yearly Society, Rose-street, Edinburgh.	9 April 1860	14	The Canongate Benevolent Male and Female Society, Edinburgh.	13 Mar. 186
7	The Male and Female Yearly Society, Sample-street, Edinburgh.	26 Feb. 1862	15	The Jamaica-street Male and Female Yearly Society, Edinburgh.	—
8	The Male and Female Society, High-street, Edinburgh.	21 Feb. 1862			

From the foregoing list it will be seen that there are 163 societies registered under, and entitled to, all the privileges o the Act, 18 & 19 Vict. c. 63, s. 44, and 15 only entitled to some special sections of the Act.

With regard to the objects of the societies, the list of which is now given, they are all for the same objects, viz. 1st. For insuring a sum of money to be paid on the birth of a member's child, or on the death of a member, or for th funeral expenses of the wife or child of a member. 2nd. For the relief or maintenance of the members, their husbands, wives children, brothers or sisters, nephews or nieces, in old age, sickness, or widowhood; or the endowment of members or nominees o members at any age. 3rd. For any purpose which shall be authorised by one of Her Majesty's Principal Secretaries of State, o in Scotland by the Lord Advocate, as a purpose to which the powers and facilities of this Act ought to be extended Act 18 & 19 Vict. c. 63, s. 9.

(signed) *A. Carnegy Ritchie,*
Registrar of Friendly Societies in Scotland.

Edinburgh, 8, Broughton-place,
13 March 1867.

SOCIETIES.

RETURN of Number of Societies which have deposited their Rules with the Registrar of Friendly Societies in *Scotland*, under the Act 18 & 19 Vict. c. 63, s. 44, with the Name and Objects of each, and when Established.

(*Mr. Russell Gurney.*)

Ordered by The House of Commons, *to be Printed*,
20 *March* 1867.

75—II.

Under 1 *oz.*

STATUTE LAW COMMISSION.

RETURN to an Order of the Honourable The House of Commons, dated 23 May 1867;—*for*,

ACCOUNTS "showing the Total Sum which has been Expended by or under any Authority from the STATUTE LAW COMMISSION, or for or upon the Consolidation of STATUTE LAW from the Date of the last printed Return down to the present Time:"

"Showing the Total Sum which has been Voted during the same Period for that COMMISSION, or for or upon the Consolidation of STATUTE LAW, and the short material Particulars of such Expenditure, including the Salaries, Fees, or Payments to Draughtsmen employed to prepare, amend, or revise Consolidation or other Bills for any of the above purposes; the Names of such Draughtsmen, the Amount paid to each in every Year, and the Names of the Public Departments or Commissioners, if any, to which they respectively belong or under which they are respectively employed:"

"COPY of the MINUTES of PROCEEDINGS of the STATUTE LAW COMMISSION, in continuation of the last printed Return:"

"And, LIST of all BILLS prepared and approved for any of the above Purposes, distinguishing such as have been passed into Law from those which have not been so passed, and the several Dates of such Preparation and Approval."

Treasury Chambers,
27 June 1867.

GEORGE WARD HUNT.

(*Mr. Locke King.*)

Ordered, by The House of Commons, *to be Printed,*
28 *June* 1867.

I.

AMOUNTS paid out of "Temporary Commissions" and "Civil Contingencies" on Account of STATUTE LAW COMMISSION, between 1st February 1859 and 31st May 1867.

Date.	To Whom Paid.	Description.	Amount. £. s. d.
1859:			
4 April	A. Jacks	Salary, March Quarter 1859	25 – –
4 „	T. Hopkins	Ditto - - ditto	20 – –
6 „	J. Brickdale	Ditto - - ditto	150 – –
14 „	H. B. Ker	Ditto - - ditto	250 – –
17 June	A. J. Wood	Preparing register	750 – –
1 July	J. Pauncefote	For his services	25 – –
1 „	R. Burke	Ditto	10 – –
4 „	A. Jacks	Salary, June Quarter 1859	25 – –
4 „	T. Hopkins	Ditto - - ditto	20 – –
5 „	M. Brickdale	Ditto - - ditto	150 – –
30 Sept.	G. B. Leonard	For his services in preparing register	85 – –
29 Oct.	M. Brickdale	Salary, September Quarter 1859	150 – –
18 Nov.	F. S. Reilly	For his services in preparing register	85 – –
26 Dec.	A. Wilis	Ditto - - ditto	85 – –
1860:			
20 Jan.	A. Jacks	Salary, December Quarter 1859	25 – –
24 „	F. S. Reilly	Ditto - - ditto	250 – –
24 „	Ditto	Expenses	10 – –
27 „	A. J. Wood	Salary, December Quarter 1859	250 – –
8 Feb.	T. Hopkins	Salary, September Quarter 1859	20 – –
12 April	A. Jacks	Salary, March Quarter 1860	25 – –
14 „	A. J. Wood	Ditto - - ditto	250 – –
16 „	F. S. Reilly	Ditto - - ditto	250 – –
14 July	A. Jacks	Salary, June Quarter 1860	25 – –
18 „	A. J. Wood	Ditto - - ditto	250 – –
28 „	F. S. Reilly	Ditto - - ditto	250 – –
26 Oct.	A. Jacks	Salary, September Quarter 1860	25 – –
2 Nov.	F. S. Reilly	Expenses	10 – –
1861:			
12 Jan.	A. Jacks	Salary, December Quarter 1860	25 – –
13 April	Ditto	Salary, March Quarter 1861	25 – –
16 July	Ditto	Salary, June quarter 1861	25 – –
18 „	A. J. Wood	Remuneration	250 – –
22 „	F. S. Reilly	Ditto	250 – –
9 Oct	A. Jacks	Salary, September Quarter 1861	25 – –
1864:			
25 May	R. J. Eccles	Salary, June Quarter 1864	12 10 –
14 July	Ditto	Ditto - - ditto	12 10 –
19 Aug.	Ditto	Salary, September Quarter 1864	12 10 –
30 Sept.	Ditto	Ditto - - ditto	12 10 –
18 Nov.	Ditto	Salary, December Half-quarter 1864	12 10 –
1865:			
3 Jan.	Ditto	Salary, December Quarter 1864	12 10 –
16 Feb.	Ditto	Salary, March Quarter 1865	12 10 –
31 Mar.	Ditto	Ditto - - ditto	12 10 –
18 May	Ditto	Salary, June Quarter 1865	12 10 –
30 June	Ditto	Ditto - - ditto	12 10 –
16 Aug.	Ditto	Salary, September Quarter 1865	12 10 –
2 Oct.	Ditto	Ditto - - ditto	12 10 –
17 Nov.	Ditto	Salary, December Quarter 1865	12 10 –
1866:			
1 Jan.	Ditto	Ditto - - ditto	12 10 –
15 Feb.	Ditto	Salary, March Quarter 1866	12 10 –
31 Mar.	Ditto	Ditto - - ditto	12 10 –
17 May	Ditto	Salary, June Quarter 1866	12 10 –
30 June	Ditto	Ditto - - ditto	12 10 –
16 Aug.	Ditto	Salary, September Quarter 1866	12 10 –
1 Oct.	Ditto	Ditto - - ditto	12 10 –
16 Nov.	Ditto	Salary, December Quarter 1866	12 10 –
31 Dec.	Ditto	Ditto - - ditto	12 10 –
1867:			
15 Feb.	Ditto	Salary, March Quarter 1867	12 10 –
1 Apr.	Ditto	Ditto - - ditto	12 10 –
27 May	Ditto	Salary, June Quarter 1867	12 10 –
		£.	4,382 10 –

Paymaster General's Office,
11 June 1867.

II.

SUMS paid by Solicitor of the Treasury out of Vote for "Law Charges," on account of Statute Law Revision.

	£.	s.	d.
Mr. Jacks, Clerk to Messrs. Reilly & Wood, 100 *l.* per annum, from January 1862 to June 1863	150	–	–
Mr. Eccles, Clerk, from July 1863 to March 1864	75	–	–
Mr. Reilly, 700 *l.* per annum, from January 1863 to March 1864	875	–	–
Mr. Wood, 700 *l.* per annum, from January 1863 to June 1864	1,050	–	–
Mr. Wood, 1,000 *l.* per annum, from July 1864 to March 1867	2,750	–	–
Mr. Reilly, for incidentals	20	–	–
Mr. Wood, for extra assistance	150	–	–
Mr. Wood, for incidents	10	–	–
£.	5,080	–	–

Note.—Mr. Wood is still being paid at the rate of 1,000 *l.* per annum.

III.

Statute Law Commission.

Minutes of Proceedings of the Board.—Wednesday, 16 February 1859.

The Board met at Four o'clock.

PRESENT:

Lord Cranworth.	The Attorney General.
Lord Wensleydale.	Mr. B. Ker.

The Secretary reported that, in August 1858, the following fees had been issued from the Treasury, on the recommendation of five Members of the Board (Lord Cranworth, Mr. Walpole, the Attorney General, Mr. Greaves, and Mr. B. Ker):

	£.	s.	d.
Mr. Arthur J. Wood, Sessional Register of Statutes from 1801 to 1857	250	–	–
Mr. G. B. Lennard – – ditto – – ditto – –	250	–	–
Mr. F. S. Reilly – – – ditto – – ditto – –	250	–	–
Mr. Alfred Wills – – – ditto – – ditto – –	250	–	–
Mr. Alfred Wills, Consolidation of Acts relating to Factors, Brokers, &c.	50	–	–
Mr. J. Pauncefote, Consolidation of Law of Copyright	50	–	–
Mr. J. Hosack, Consolidation of Marriage Acts	100	–	–
Mr. T. Donohoe, coming to London from Dublin, at Christmas 1857, to confer with Mr. Greaves as to extension of Criminal Law Consolidations to Ireland	50	–	–
Mr. T. Donohoe, Consolidation of Law of Ireland relating to Forgery	50	–	–

III.—Statute Law Commission—*continued.*

Letters from Mr. Hosack and Mr. Pauncefote were laid before the Board, submitting that the sums awarded to them as above were inadequate ;

It was resolved that the fee to Mr. Hosack was sufficient, but that a further sum of 25 *l.* should be awarded to Mr. Pauncefote.

A fee of 10 *l.* was awarded to the Hon. R. Bourke, for his two Bills for repealing certain enactments relating to the Church, and consolidating others ; prepared in 1856 for the use of the Board.

With reference to the fee for the Savings Bank Bill, prepared by Mr. A. Johnston and Mr. West, it was agreed that sum already paid, 100 *l.*, was sufficient.

It was agreed that Mr. Greaves should be requested to consider and report what should be the fee to Mr. H. Jessel for his set of Bills for consolidating the Law of Joint Stock Companies, &c.

Note.—Five members being necessary to make a quorum, the above resolutions will require to be confirmed at another meeting.

IV.

Statute Law Commission.

Minutes of Proceedings of the Board.—Wednesday, 15 June 1859.

The Board met at Four o'clock.

PRESENT :

Lord Stanley.	Sir W. P. Wood, V. C.
Lord Wrottesley.	Mr. Coulson.
Lord Cranworth.	Mr. Bellenden Ker.

The resolutions of the meeting of 16 February 1859, were confirmed.

Lord Cranworth stated that he had revised the Bills on the following subjects:

Marriage;
Registration of Births, Deaths, and Marriages;
Executors and Administrators;
Aliens;
Bills of Exchange;

and that he proposed to bring them into the House of Lords at the earliest opportunity.

It was ordered that these Bills should be reprinted as corrected, and sent round to the Members of the Commission.

It was ordered that the Analysis of the Statutes, on which were based the statements in the Fourth Report as to the probable number of groups into which the existing Statutes might be consolidated, should be printed for the use of the Board.

The Secretary stated, that as three half-yearly payments of Mr. Arthur Wood's salary of 500 *l.* a year had become due on the 1st of June, he had applied to the Treasury for payment, and the amount (750 *l.*) had been issued to Mr. Wood.

Specimens of a new edition of the Statutes, presented by Mr. James Bigg, were laid before the Board.

V.

List of Consolidation Bills.

Subject of Consolidation.	Prepared about.	Brought in.	Passed.
National Debt Acts	1854		
Masters and Servants	1854		
Factory Acts	1856		
Prisons	1855		
Stamps	1856		
Criminal Law (several Bills)	1856 to 1859	1857. 1859, 1860.	1861 (8 Acts.)
Religious Penalties, &c.	1856		
Statutes of Limitation	1856		
Alienation, &c. (Five Bills)	1856		
Trustees, &c. (Four Bills)	1856		
Escheat, &c.	1856		
Limitation and Prescription	1856		
Joint Tenancy, &c.	1856		
Mortmain	1856		
Fraudulent Assurances	1856		
Mortgages, &c.	1856		
Commons	1856		
Copyholds, &c.	1856		
Landlord and Tenant	1856		
Ecclesiastical Leases	1856		
Bills of Exchange	1856	1859	
Carriers	1856		
Factors, Brokers, &c.	1856		
Pawnbrokers	1856		
Innkeepers, &c.	1856		
Joint Stock Companies and Partnership (several Bills).	1856. 1858		
Copyright	1858		
Savings Banks	1857		
Harbours, Rivers, and Canals (Two Bills)	1857		
Weights and Measures	1857		
Patents	1857		
Aliens	1856	1859	
Bridges	1857		
Written Memorandums	1857		
Insolvency	1857		
Marriage	1857	1859	
Oaths	1857	1859	
Libel	1857	1857	
Turnpikes	1857		
Registration of Births, &c.	1859	1859	

STATUTE LAW COMMISSION.

ACCOUNTS showing the Total Sum which has been Expended by or under any Authority from the STATUTE LAW COMMISSION, or for or upon the Consolidation of STATUTE LAW from the Date of the last printed Return down to the present Time; the Total Sum which has been Voted during the same Period for that COMMISSION, or for or upon the Consolidation of the STATUTE LAW; COPY of MINUTES of PROCEEDINGS of the STATUTE LAW COMMISSION, in continuation of the last printed Return; &c.

(*Mr. Locke King.*)

Ordered, by The House of Commons, *to be Printed,*
28 *June* 1867.

404. ←

Under 1 *oz.*

SUCCESSION DUTY (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 17 May 1867;—*for*,

RETURN "showing the Amount of PROPERTY on which SUCCESSION DUTY was Charged in *Ireland* for each of the Seven Years 1860, 1861, 1862, 1863, 1864, 1865, and 1866, distinguishing the Amount Charged under the several Rates of £. 1, £. 3, £ 5, £. 6, and £. 10 per Cent, and the Amount of Duty paid in each of the said Years, under each Rate of £. 1, £. 3, £. 5, £. 6, and £. 10 per Cent."

Years ended 31 March	Rates of Duty at £. 1 per Cent.		£. 3 per Cent.		£. 5 per Cent.		£. 6 per Cent.		£. 10 per Cent.	
	Amount of Property Charged.	Amount of Duty.	Amount of Property Charged.	Amount of Duty.	Amount of Property Charged.	Amount of Duty.	Amount of Property Charged.	Amount of Duty.	Amount of Property Charged.	Amount of Duty.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1861 - -	2,171,505 10 9	21,713 14 -	799,410 11 2	23,981 15 -	118,034 1 5	5,901 12 5	37,061 6 9	2,223 13 5	36,633 4 9	3,663 4 4
1862 - -	1,932,623 7 10	19,324 5 2	742,239 18 2	22,265 18 -	65,189 7 8	3,259 7 7	50,639 14 2	3,038 6 11	32,970 4 8	3,296 18 6
1863 - -	2,194,819 10 10	21,946 8 6	839,899 9 4	25,195 1 6	190,164 12 2	9,508 5 10	57,038 15 5	3,422 6 5	91,658 13 -	9,165 12 11
1864 - -	2,350,229 10 7	23,500 9 2	745,648 14 5	22,367 14 3	232,516 17 9	11,625 16 5	77,231 7 10	4,633 17 1	97,834 4 6	9,783 2 10
1865 - -	2,418,493 17 3	24,182 8 6	864,245 2 2	25,924 15 4	183,044 7 9	9,152 12 2	39,513 13 9	2,370 15 10	60,006 11 4	6,000 10 3
1866 - -	2,124,837 18 4	21,246 4 1	1,023,802 - 11	30,713 6 1	249,178 - 2	12,458 15 4	35,545 10 7	2,132 14 3	107,170 4 3	10,716 17 11
1867 - -	2,519,633 8 3	25,193 2 4	932,179 1 11	27,964 16 2	46,014 19 7	2,300 12 4	32,214 5 4	1,932 16 9	74,570 5 9	7,457 4 3

Inland Revenue Office,
3 June 1867.

Charles S. Hawthorne,
Chief Accountant.

SUCCESSION DUTY (IRELAND).

RETURN showing the Amount of PROPERTY on which SUCCESSION DUTY was Charged in *Ireland* for each of the Seven Years from 1860 to 1866, distinguishing the Amount Charged under the several Rates of £. 1, £. 3, £. 5, £ 6, and £. 10 per Cent., and the Amount of Duty paid in each of the said Years under each Rate of £. 1, £. 3, £ 5, £. 6, and £. 10 per Cent.

(*Sir John Gray.*)

Ordered, by The House of Commons, *to be Printed,*
5 *June* 1867.

SUPERANNUATIONS
(PUBLIC OFFICES).

AN ACCOUNT

OF ALL

ALLOWANCES or COMPENSATIONS granted as RETIRED ALLOWANCES or SUPERANNUATIONS in all PUBLIC OFFICES or DEPARTMENTS which remained payable on the 1st of January 1866; the Annual Amount which was granted in the Year 1866; the Annual Amount which ceased within the Year; and the Total Amount remaining payable on the 31st December 1866.

(*Presented to Parliament pursuant to Act* 4 & 5 WILL. IV. *c.* 24.)

Ordered, by The House of Commons, *to be Printed,*
26 *March* 1867.

AN ACCOUNT of all Allowances or Compensations granted as Retired Allowances or Superannuations which was granted in the Year 1866; the Annual Amount which ceased within

No.	DEPARTMENTS.	COMPENSATION ALLOWANCES. Annual Amount of Allowances which remained payable on 1st January 1866.	Annual Amount of Allowances granted in the Year 1866.	Annual Amount of Allowances ceased in the Year 1866.
		£. s. d.	£. s. d.	£. s. d.
1	Treasury (including Solicitor's Office)	4,084 13 4	- - -	- - -
2	Privy Council Office	115 - -	- - -	- - -
3	Ditto - - - - Education Department	133 6 8	- - -	- - -
4	Board of Trade, including the Offices of the Registrars of Seamen, Joint Stock Companies, and Designs	2,335 - -	- - -	- - -
5	Secretary of State for the Home Department	110 - -	- - -	- - -
6	Public Record Office	110 - -	- - -	- - -
7	Convict Prisons Establishments	2,387 19 2	67 6 4	265 16 9
8	Colonial and other Convict Establishments	10,984 8 4	52 10 6	209 2 3
9	Secretary of State, Foreign Department	1,718 15 -	503 15 -	437 10 -
10	Ditto - - - Colonial Department	- - -	- - -	- - -
		£. s. d.		
	War Office	32,836 12 11		
	Commander in Chief's Office	400 - -		
	Adjutant General's Office	- - -		
	Quartermaster General's Office	150 14 11		
	Judge Advocate General's Office	- - -		
	Late Army Pay Office	523 8 2		
	Chelsea Hospital	1,433 - -		
	Royal Military College	1,346 17 -		
	Royal Military Academy	717 5 1		
	Royal Military Asylum	62 10 -		
	Military Board	125 - -		
	Late Mustermaster General's Office	150 - -		
11	Late Agent General, Local Militia	625 - -	40,107 6 2	2,415 18 6	1,198 13 4
	Controller of Army Accounts	290 - -		
	Invalid Depôt	78 18 5		
	Miscellaneous	534 1 4		
	General Commanding - (Ireland)	- - -		
	Adjutant General - - - ditto	- - -		
	Quartermaster General - ditto	200 4 -		
	Kilmainham Hospital - - ditto	30 9 4		
	Ditto - School - - - ditto	- - -		
	Hibernian Military School ditto	54 - -		
	Yeomanry - - - - - - ditto	308 16 10		
	Office of Military Accounts ditto	- - -		
	Miscellaneous - - - - - ditto	190 8 2		
12	Admiralty and Subordinate Departments	19,334 15 4	- - -	493 6 -
13	Late Navy Pay Office	2,009 13 4	- - -	- - -
14	Paymaster General's Office	12,160 3 7	- - -	2,957 14 10
15	Customs	74,858 13 1	4,582 - 7	7,183 7 11
16	Inland Revenue	29,633 1 -	1,011 5 -	1,416 15 8
17	Post Office	3,451 6 8	41 13 4	262 - -
18	Mint	3,202 12 -	- - -	200 - -
19	Audit Office	646 - -	- - -	100 - -
20	National Debt Office	147 - -	- - -	- - -
21	Exchequer	850 - -	- - -	- - -
22	Office of Woods	2,421 8 -	50 - -	113 - -
23	Office of Works	1,500 4 -	116 2 -	- - -
24	Stationery Office	- - -	- - -	- - -
25	Register General's Office	- - -	389 7 4	- - -
26	Poor Law Board, England	- - -	- - -	- - -
27	Ditto - - - Ireland	3,389 2 1	- - -	- - -
28	Registrar General, Ireland	- - -	- - -	- - -
29	National Gallery	- - -	- - -	- - -
30	Late Insolvent Debtors' Court	5,128 13 9	- - -	- - -
31	Officers of the late Queen's Prison	1,245 13 11	- - -	- - -
32	Queen's Remembrancer, Exchequer	1,200 - -	- - -	1,200 - -
33	Consuls Abroad	10,340 3 4	1,000 - -	- - -
34	Slave Trade Commissioners	773 - -	- - -	- - -
35	Miscellaneous Pensions for Services in the Colonies	- - -	- - -	- - -
36	Emigration Office	666 13 4	- - -	- - -
37	Public Works Loan and West India Relief Commissions	- - -	- - -	- - -
38	Inspectors of Factories	- - -	- - -	- - -
39	Miscellaneous Abolished Offices	7,231 10 2	269 3 4	384 19 8
40	Exchequer and Miscellaneous Offices, Scotland	105 - -	- - -	- - -
41	Chief Secretary's Office Ireland	2,759 15 -	- - -	- - -
42	Commissioners of Public Works, Ireland	1,789 13 6	- - -	165 7 10
43	General Survey and Valuation Office, Ireland	1,946 4 4	- - -	196 16 8
44	Miscellaneous Offices (abolished), Ireland	7,145 14 1	550 - -	104 - -
45	Late Paymaster of Civil Services, Ireland	682 - -	- - -	132 - -
46	Directors of Convict Prisons, Ireland	1,635 16 -	- - -	- - -
47	Officers, Courts of Justice, Ireland	353 16 8	- - -	- - -
48	National Education Commissioners, Ireland	176 13 4	- - -	- - -
49	Registrar of Deeds, Ireland	- - -	- - -	- - -
	Totals £.	258,870 15 2	11,049 1 11	17,020 10 11

Whitehall, Treasury Chambers,
25 March 1867.

GEORGE WARD HUNT.

in all Public Offices or Departments, which remained payable on the 1st of January 1866; the Annual Amount the Year; and the Total Amount remaining payable on the 31st December 1866.

Annual Amount of Allowances which remained payable on 31st December 1866.	SUPERANNUATION ALLOWANCES. Annual Amount of Allowances which remained payable on 1st January 1866.	Annual Amount of Allowances granted in the Year 1866.	Annual Amount of Allowances ceased in the Year 1866.	Annual Amount of Allowances which remained payable on 31st December 1866.	TOTAL Compensation and Superannuation Allowances remaining payable on 31st December 1866.	No.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
4,084 13 4	7,700 6 8	958 6 8	1,219 6 8	7,439 6 8	11,524 – –	1
115 – –	1,276 – –	– – –	– – –	1,276 – –	1,391 – –	2
133 6 8	1,777 10 –	– – –	– – –	1,777 10 –	1,910 16 8	3
2,335 – –	4,506 6 8	– – –	170 – –	4,336 6 8	6,671 6 8	4
110 – –	3,481 5 4	– – –	28 6 8	3,452 18 8	3,562 18 8	5
110 – –	553 13 4	1,588 6 8	– – –	2,142 – –	2,252 – –	6
2,189 8 9	4,941 7 9	792 18 6	305 2 3	5,429 4 –	7,618 12 9	7
10,827 16 7	4,138 19 8	– – –	102 14 5	4,036 5 3	14,864 1 10	8
1,785 – –	4,072 3 3	241 13 4	149 13 3	4,164 3 4	5,949 3 4	9
– – –	1,639 16 11	460 – –	– – –	2,149 16 11	2,149 16 11	10
	62,869 2 1					
	316 10 –					
	1,826 3 4					
	1,136 3 4					
	666 – –					
	—					
	1,375 16 10					
	104 19 2					
	320 6 4					
	484 3 10					
	—					
	—					
41,324 11 4	—	£. 71,196 18 11	5,856 9 –	6,153 3 –	70,900 4 11	112,224 16 3	11
	—					
	86 10 –					
	1,030 19 4					
	12 16 8					
	236 18 6					
	80 – –					
	413 11 –					
	11 12 9					
	18 3 9					
	—					
	69 4 8					
	137 17 4					
18,841 9 4	79,165 2 11	5,782 13 1	4,976 13 11	79,971 2 1	98,812 11 5	12
2,009 13 4	– – –	– – –	– – –	– – –	2,009 13 4	13
9,202 8 9	3,740 17 5	729 9 2	– – –	4,470 6 7	13,672 15 4	14
72,257 5 9	134,243 8 1	5,646 2 8	9,310 15 11	130,578 14 10	202,836 – 7	15
29,227 10 4	151,925 16 2	14,169 10 5	13,480 18 6	152,614 8 1	181,841 18 5	16
3,231 – –	59,804 7 –	8,386 18 5	3,891 18 1	64,299 7 4	67,530 7 4	17
3,002 12 –	837 13 3	– – –	40 15 5	796 17 10	3,799 9 10	18
546 – –	8,800 2 9	1,991 – –	1,703 6 8	9,087 16 1	9,633 16 1	19
147 – –	2,007 16 8	– – –	540 – –	1,467 16 8	1,614 16 8	20
850 – –	– – –	– – –	– – –	– – –	850 – –	21
2,358 8 –	3,708 8 9	800 – –	28 – –	4,480 8 9	6,838 16 9	22
1,616 6 –	2,337 4 11	1,303 11 2	43 – –	3,597 16 1	5,214 2 1	23
– – –	1,228 13 4	56 – –	– – –	1,284 13 4	1,284 13 4	24
389 7 4	577 11 8	– – –	– – –	577 11 8	966 19 –	25
– – –	381 6 4	– – –	– – –	381 6 4	381 6 4	26
3,389 2 1	611 13 4	210 – –	– – –	821 13 4	4,210 15 5	27
– – –	98 6 8	– – –	– – –	98 6 8	98 6 8	28
– – –	213 14 –	– – –	– – –	213 14 –	213 14 –	29
5,128 13 9	2,478 9 7	– – –	437 8 8	2,041 – 11	7,169 14 8	30
1,245 13 11	185 18 4	– – –	– – –	185 18 4	1,431 12 3	31
– – –	170 – –	– – –	– – –	170 – –	170 – –	32
11,340 3 4	14,256 6 4	501 12 4	– – –	14,757 18 8	26,098 2 –	33
773 – –	4,316 13 4	– – –	– – –	4,316 13 4	5,089 13 4	34
– – –	9,077 8 11	1,597 15 –	46 13 4	10,628 10 7	10,628 10 7	35
666 13 4	403 13 4	– – –	– – –	403 13 4	1,070 6 8	36
– – –	1,452 10 –	– – –	– – –	1,452 10 –	1,452 10 –	37
– – –	226 13 4	318 15 4	75 – –	470 8 8	470 8 8	38
7,115 13 10	2,137 14 8	1,174 10 –	40 – –	3,272 4 8	10,387 18 6	39
105 – –	300 11 2	– – –	– – –	300 11 2	405 11 2	40
2,759 15 –	1,955 – –	360 – –	– – –	2,315 – –	5,074 15 –	41
1,624 5 8	4,100 5 10	1,200 – –	50 – –	5,250 5 10	6,874 11 6	42
1,749 7 8	154 2 2	– – –	21 – –	133 2 2	1,882 9 10	43
7,591 14 1	– – –	– – –	– – –	– – –	7,591 14 1	44
550 – –	183 – –	– – –	90 – –	93 – –	643 – –	45
1,635 16 –	955 12 6	465 – –	– – –	1,420 12 6	3,056 8 6	46
353 16 8	3,787 16 7	– – –	– – –	3,787 16 7	4,141 13 3	47
176 13 4	448 4 5	417 1 10	– –	865 6 3	1,041 19 7	48
– – –	943 8 –	– – –	– – –	943 8 –	943 8 –	49
252,899 6 2	602,550 – 3	55,007 13 7	42,903 16 9	614,653 17 1	867,553 3 3	

— No. 1. —

TREASURY.

	£.	s.	d.
1.—Compensation Allowances:			
Amount payable on 1st January 1866	4,084	13	4
Amount remaining payable on 31st December 1866	4,084	13	4

	£.	s.	d.
2.—Superannuation Allowances:			
Amount payable on 1st January 1866	7,700	6	8

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.			
		Yrs.	Yrs. mo.	£. s. d.		£. s. d.			
Chance, George	Accountant in Solicitor's office.	63	50 9	500 – –	Age	500 – –			
Dwight, Henry T.	Supplementary Clerk.	60	46 2	500 – –	Ill health	458 6 8			
							958	6	8
							8,658	13	4

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.					
			£.	s.	d.			
Boddy, J.	1st Class Messenger	Died 14 May 1866	60	13	4			
Emmens, Thomas	Paper-keeper	Died 3 June 1866	230	–	–			
Litchfield, Charles	Chief Clerk	Died 11 April 1866	916	13	4			
Lowles, Sarah	Charwoman	Died 21 October 1866	12	–	–			
						1,219	6	8
		Amount remaining payable on 31st December 1866			£.	7,439	6	8

— No. 2. —

PRIVY COUNCIL OFFICE.

	£.	s.	d.
1.—Compensation Allowances:			
Amount payable on 1st January 1866	115	–	–
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	115	–	–
2.—Superannuation Allowances:			
Amount payable on 1st January 1866	1,276	–	–
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	1,276	–	–

— No. 3. —

PRIVY COUNCIL OFFICE, EDUCATION DEPARTMENT.

	£.	s.	d.
1.—Compensation Allowances:			
Amount payable on 1st January 1866	133	6	8
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	133	6	8
2.—Superannuation Allowances:			
Amount payable on 1st January 1866	1,777	10	–
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	1,777	10	–

— No. 4. —
BOARD OF TRADE.

1.—Compensation Allowances:	£. s. d.
Amount payable on 1st January 1866	1,389 3 4
Allowances granted in the year	nil.
Allowances ceased in the year	nil.
Amount remaining payable on 31st December 1866 £.	1,389 3 4

2.—Superannuation Allowances:	
Amount payable on 1st January 1866	4,065 – –
Allowances granted in the year	nil.
Allowances ceased in the year	nil.
Amount remaining payable on 31st December 1866 £.	4,065 – –

GENERAL REGISTER OFFICE FOR SEAMEN.

1.—Compensation Allowances:	£. s. d.
Amount payable on 1st January 1866	945 16 8
Allowances granted in the year	nil.
Allowances ceased in the year	nil.
Amount remaining due on 31st December 1866 £.	945 16 8

2.—Superannuation Allowances:	
Amount payable on 1st January 1866	271 6 8
Allowances granted in the year	nil.
Allowances ceased in the year	nil.
Amount remaining payable on 31st December 1866 £.	271 6 8

REGISTRAR OF DESIGNS OFFICE.

	£. s. d.
1.—Compensation Allowances	nil.
2.—Superannuation Allowances:	
Amount payable on 1st January 1866	170 – –
Allowances granted in the year	nil.

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £. s. d.	
Johnson, Clement	Registrar	Died 26 November 1865	170 – –	170 – –
Amount remaining payable on 31st December 1866 £.				nil.

REGISTRAR OF JOINT STOCK COMPANIES.

	£. s. d.
1.—Compensation Allowances	nil.
2.—Superannuation Allowances	nil.

ABSTRACT.

Compensations.	1 January and 31 December 1866.	Superannuations. 1 January 1866.	Superannuations. 31 December 1866.
	£. s. d.	£. s. d.	£. s. d.
Board of Trade	1,389 3 4	4,065 – –	4,065 – –
Register of Seamen	945 16 8	271 6 8	271 6 8
Registrar of Designs	– – –	170 – –	—
Registrar of Joint Stock Companies.	nil.	—	—
Total £.	2,335 – –	4,506 6 8	4,336 6 8

— No. 5. —

SECRETARY OF STATE, HOME DEPARTMENT.

1.—Compensation Allowances:

	£. s. d.
Amount payable on 1st January 1866	110 – –
Allowances granted in the year	– nil.
Allowances ceased in the year	– nil.
Amount remaining payable on 31st December 1866 £.	110 – –

2.—Superannuation Allowances:

	£. s. d.
Amount payable on 1st January 1866	3,481 5 4
Allowances granted in the year	– nil.

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £. s. d.	
Collett, John	Door Porter	Death	28 6 8	28 6 8
Amount remaining payable on 31st December 1866 £.				3,452 18 8

— No. 6. —

PUBLIC RECORD OFFICE.

1.—Compensation Allowances:

	£. s. d.
Amount payable on 1st January 1866	110 – –
Allowances granted in the year	– nil.
Allowances ceased in the year	– nil.
Amount remaining payable on 31st December 1866 £.	110 – –

2.—Superannuation Allowances:

	£. s. d.
Amount payable on 1st January 1866	553 13 4

Allowances Granted in the Year:

Name.	Rank.	Age. Yrs. mo.	Service. Yrs. mo.	Salary. £. s.	Cause.	Allowance. £. s. d.	
Lascelles, W.	Assistant Keeper	50 0	29 11	480 –	Ill health	320 – –	
Lemon, R.	Ditto	66 10	51 –	580 –	Age	580 – –	
Roberts, Charles	Secretary	63 0	46 5	700 –	ditto	641 13 4	
Wilson, F. M.	Junior Clerk	33 9	14 2	200 –	Ill health	46 13 4	1,588 6 8
							2,142 – –
Allowances ceased in the year							– nil.
Amount remaining payable on 31st December 1866 £.							2,142 – –

— No. 7. —

OFFICERS OF MILLBANK AND OTHER CONVICT PRISONS.

1.—Compensation Allowances:

	£. s. d.
Amount payable on 1st January 1866	2,387 19 2

Allowances Granted in the Year:

Name.	Rank.	Age.	Service. Yrs. mo.	Salary. £. s.	Cause.	Allowance. £. s. d.	
Carter, C.	Charwoman, Millbank	43	18 5	30 –	Abolition	9 2 6	
Crannis, G.	Carter, Pentonville	40	16 0	54 12	ditto	14 11 2	
Reeve, Abraham	Warder, Dartmoor	44	11 1	87 12	ditto	23 7 2	
Watson, James	Farm Bailiff, Woking	37	8 1	110 12	ditto	20 5 6	67 6 4
Carried forward £.							2,455 5 6

No. 7.—Officers of Millbank and other Convict Prisons—*continued.*

	£.	s.	d.
Brought forward - - -	2,455	5	6

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £.	s.	d.
Turner, Wm. - - -	Warder, Millbank - -	Died 12 June 1866 - -	21	2	1
Davis, Wm. - - -	Tailor Warder, Parkhurst -	Died 16 March 1866 -	43	14	8
Livesay, Rev. G. Wm. -	Chaplain, Portsmouth -	Died 26 November 1865 -	201	–	–
				265	16	9
Amount remaining payable on 31st December 1866 - - - £.				2,189	8	9

2.—Superannuation Allowances:

Amount payable on 1st January 1866 - - - - - - - - - - - - - -	4,941	7	9

Allowances Granted in the Year:

Name.	Rank.	Age. Yrs.	Service. Yrs.	mo.	Salary. £.	s.	Cause.	Allowance. £.	s.	d.
Darling, John -	Warder, Millbank -	52	11	6	87	12	Ill health	16	1	2
Green, Robert -	Ditto - ditto -	43	19	4	102	12	ditto -	32	9	9
Lynn, Ed. - -	Ditto - ditto -	57	17	0	99	12	ditto -	28	4	4
Dale, S. (now Nash)	Principal Matron, Millbank.	38	11	0	84	4	Failing health.	15	8	8
MacIntyre, S. -	Chief Clerk, Millbank	64	23	1	200	–	Age -	76	13	4
Bowering, T. - -	Scripture Reader, Parkhurst.	42	10	7	119	10	Ill health	19	18	4
Yellowly, R. - -	Clerk, Pentonville -	49	17	4	90	–	ditto -	25	10	–
Armstrong, J. -	Instructor in Mat-making, Pentonville.	46	14	0	98	4	ditto -	22	18	3
Rogers, Thomas -	Foreman of Works, Pentonville.	56	21	6	129	12	ditto -	45	7	2
Baptie, J. - -	Warder Instructor, Pentonville.	54	21	0	93	12	ditto -	32	15	2
Hyde, H. - -	Assistant Gatekeeper, Portsmouth.	60	20	7	92	12	Age -	30	17	4
Irish, Alfred - -	Warder, Portsmouth -	48	17	7	87	12	Ill health	24	16	4
Martin, T. W. -	Warder Shoemaker, Portsmouth.	60	14	6	87	12	Age -	20	8	8
Moran, Rev. J. H. -	Chaplain, Brixton -	58	19	0	402	–	Ill health	160	16	–
Wildman, John -	3rd Class Manufacturers' Clerk, Brixton.	58	11	0	90	–	ditto -	16	10	–
Simmance, J. - -	Carpenter Warder, Brixton.	46	10	5	78	12	ditto -	13	2	–
Frampton, J. - -	1st Class Clerk, Portland.	47	17	1	160	–	ditto -	45	6	8
Rice, J. - - -	Gatekeeper, Portland	56	14	9	97	12	ditto -	22	15	5
Dunman, J. - -	Carpenter Warder, Portland.	57	14	2	87	12	ditto -	20	8	9
Wadeson, B. J. -	Warder, Portland -	53	11	6	84	7	Infirmity	15	9	3
Parkin, Wm. - -	1st Class Schoolmaster, Portland.	44	18	1	186	–	Ill health	55	16	–
Owen, Wm. - -	Assistant Warder, Chatham.	56	17	3	83	4	General debility and failing sight.	23	10	4
Epworth, Wm. -	Warder, Woking -	55	18	0	92	12	Ill health	27	15	7
								792	18	6
								5,734	6	3

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £.	s.	d.
Rickford, Thomas - -	Steward, Millbank - -	Died 30 January 1866 -	243	–	–
Smart, John - - -	Warder, Pentonville - -	Died 12 August 1866 -	26	12	8
Aspinall, George - -	Ditto, Portsmouth - -	Died 5 December 1866 -	19	8	9
Kellar, Matthew - -	Ditto, Dartmoor - -	Died 2 August 1866 -	16	–	10
			305	2	3
Amount remaining payable on 31st December 1866 - - - £.			5,429	4	–

— No. 8. —

COLONIAL AND OTHER CONVICT ESTABLISHMENTS.

1.—Compensation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	10,984	8	4

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.		
		Yrs.	Yrs.	£. s. d.		£. s. d.		
Stuart, R. P.	Visiting Magistrate, Tasmania.	62	8	394 8 8	Abolition	52 10 6	52	10 6
							11,036	18 10

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.			
			£.	s.	d.	
Dickey, W. H.	Assistant Surgeon, Bermuda	Appointed Surgeon, West Australia.	101	1	3	
Field, Henry	Quartermaster	Died 22 October 1866	29	–	–	
Gill, William	Guard	Died 19 November 1866	16	–	–	
Gossage, J.	Ditto	Died 7 May 1866	14	–	–	
Moore, George	Warder	Died 11 June 1866	26	1	–	
Palmer, John	Guard	Died 25 March 1866	23	–	–	
						209 2 3
		Amount remaining payable on 31st December 1866			£.	10,827 16 7

2.—Superannuation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	4,138	19	8
Allowances granted in the year	nil.		

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.			
			£.	s.	d.	
Lear, William	2nd Mate, Gibraltar	Died 12 September 1866	58	–	–	
Lyons, D.	Warder - ditto	Died 8 August 1866	19	–	–	
Pottow, R.	Principal Warder, Gibraltar	Died 9 March 1866	25	14	5	
						102 14 5
		Amount remaining payable on 31st December 1866			£.	4,036 5 3

— No. 9. —
SECRETARY OF STATE, FOREIGN DEPARTMENT.

1.—Compensation Allowances:

	£. s. d.
Amount payable on 1st January 1866	1,718 15 –

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
		Yrs.	Yrs.	£. s. d.		£. s. d.	
Coles, Augustus L.	Senior Clerk	50	31	975 – –	Abolition	503 15 –	
							503 15 –
							2,222 10 –

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Holmes, George	Foreign Messenger	Died 25 January 1866	437 10 –	
				437 10 –
	Amount remaining payable on 31st December 1866			£. 1,785 – –

2.—Superannuation Allowances:

	£. s. d.
Amount payable on 1st January 1866	4,072 3 3

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
		Yrs.	Yrs. mo.	£. s. d.		£. s. d.	
Norris, Edwin	Translator	70	18 10	500 – –	Age	191 13 4	
Holmes, Sarah	Foreign Messenger's Widow.	–	– –	– –	– –	50 – –	
							241 13 4
							4,313 16 7

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Taylor, John	2nd Office Keeper	Died 12 July 1866	68 11 6	
Watson, Ann	Housekeeper	Died 19 June 1866	81 1 9	
				149 13 3
	Amount remaining payable on 31st December 1866			£. 4,164 3 4

— No. 10. —
SECRETARY OF STATE, COLONIAL DEPARTMENT.

1.—Compensation Allowances	nil.

2.—Superannuation Allowances:

	£. s. d.
Amount payable on 1st January 1866	1,689 16 11

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
		Yrs.	Yrs.	£. s. d.		£. s. d.	
Unwin, William	Assistant Clerk	60	41	600 – –	Age	460 – –	
							460 – –
							2,149 16 11
Allowances Ceased in the Year							nil.
	Amount remaining payable on 31st December 1866					£.	2,149 16 11

— No. 11. —

WAR OFFICE AND MILITARY DEPARTMENTS.

ACCOUNT of RETIRED ALLOWANCES, distinguishing every INCREASE and DIMINUTION in the Amount of all Allowances Granted as Compensation for Offices Abolished, or as Retired Allowances or Superannuations, and stating the several particulars required by the Act.

1.—COMPENSATION Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866 - - - - - - - - - - - -	40,107	6	2

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement. £.	s.	d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Annual Amount of Immediate Saving. £.	s.	d.	Yearly Allowance Granted. £.	s.	d.
Tobin, Capt. W.	Barrack Master -	231	12	6	53	10	Abolition of office.	193	–	5	38	12	1
White, Loraine	- ditto - -	506	5	–	77	19		312	–	–	194	1	3
Vivian, Robert -	- ditto - -	396	15	–	63	29		138	17	3	257	17	9
Dunne, F. H. -	Clerk to Inspecting Field Officer, Cork.	92	1	8	36	19		60	3	3	31	18	5
Kelly, R. S. -	Barrack Master -	273	15	–	76	27		155	16	8	117	18	4
Featherstone, Jas. H.	Clerk, First Class (2d Section).	650	–	–	62	40		108	6	8	541	13	4
Metzyer, Geo. -	Schoolmaster, Sierra Leone	84	10	8	54	19		59	10	8	25	–	–
Saudeman, W.	Draughtsman, Royal Gun Factories.	200	–	–	33	8		163	6	8	36	13	4
Duncan, Jas. -	Principal Engraver, Ordnance Survey, Dublin.	313	–	–	64	39		78	5	–	234	15	–
Goldsack, Joseph	Chief Examiner of Ordnance.	260	–	–	42	26		147	6	8	112	13	4
Durrant, W. K.	Surveyor, Ordnance Survey.	200	15	–	50	33	- -	66	18	4	133	16	8
Stewart, W. A.	Barrack Master -	313	15	–	68	20	- -	172	11	3	141	3	9
Warburton, Major.	- ditto - -	222	10	–	57	17	- -	159	9	2	63	–	10
Vincent, Geo. -	Head Viewer, Small Arms Factory.	200	–	–	55	30	- -	100	–	–	100	–	–
Finnerty, P. -	Clerk, Pay Office, Cork.	83	9	2	55	17	- -	55	12	9	27	16	5
Edmonds, Lieut. Col. H.	Barrack Master -	259	–	–	77	27	- -	125	3	8	133	16	4
Still, H. - -	Surveyor, Ordnance Survey.	337	12	6	57	37	- -	112	10	10	225	1	8
	Total Immediate Saving - - - £.							2,208	19	3			
													2,415 18 6
													42,523 4 8

Allowances Ceased within the Year 1866:

Name.	Office.	Cause of Cessation.	Annual Amount. £.	s.	d.
Finch, George - -	Clerk, War Office - -	Died 28 January - 1866	175	–	–
Pilters, Abraham - -	Clerk, Chelsea Hospital - -	– 16 March - –	110	–	–
Ramsay, William - -	Messenger, Acting Quartermaster General's Office, North Britain.	– 28 May - - –	13	13	9
Johns, Alexander - -	Storekeeper, Carrickfergus -	– 13 May - - –	180	–	–
Bonnean, Cornelius - -	Second Class Clerk, War Office	– 5 May - - –	270	–	–
Duncan, William - -	Draughtsman, Quartermaster General's Department (included in Abstract under the Head of War Office).	– 22 July - - –	162	–	–
Douglas, John - - -	Serjeant, Royal Hibernian School.	– 22 July - - –	24	–	–
Ford, Joseph - - -	Third Class Clerk, War Office -	– 13 September - –	130	13	4
De Smidt, Johannes - -	Assistant Commissary General	– 18 January - –	87	13	9
Butcher, W. D. - -	Barrack Master - - -	Re-employed - - -	45	12	6
					1,196 13 4
		Remaining payable 31st December 1866 - - - £.			41,324 11 4

No. 11.—War Office and Military Departments—*continued.*

2.—Superannuation Allowances:

	£. s. d.
Amount which remained payable on 1st January 1866 - - - - - - - - - - - - - -	71,196 18 11

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement. £. s. d.	Period of Service. Yrs.	Age on Retirement. Yrs.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.	
Pratts, Gabriel -	Commissariat Clerk, Barbados.	164 5 –	13	57	Ill-health - -	35 11 9	
Drewry, H. R. -	Chief Clerk, War Office -	1,200 – –	45	64	Age and infirmity	1,150 – –	
Dell, J. - -	First Class Messenger, War Office.	120 – –	22	50	Ill-health - -	51 6 8	
Bell, Edward -	Office Keeper, Chelsea Hospital.	158 – –	57	69	Age and infirmity	155 10 –	
Bell, Lieut. Col. W.	Barrack Master - -	256 7 6	15	58	Ill-health - -	64 1 10	
Long, Robert -	Acting Barrack Master -	156 17 6	26	61	- ditto - -	67 19 2	
Hare, F. John -	Second Class Clerk, Commander in Chief's Office.	360 – –	17	35	- ditto - -	102 – –	
Kiddle, William F.	- ditto - - -	405 – –	20	39	- ditto - -	135 – –	
Martin, Thomas -	Barrack Clerk - -	138 12 6	25	57	- ditto - -	57 13 3	
Talman, F. H. -	First Class Clerk, Chelsea Hospital.	578 – –	50	65	Age and infirmity	578 – –	
Kirton, E. B. -	First Class Clerk of Works	325 – –	29	56	Ill-health - -	151 15 4	
King, Henry -	First Class Clerk (First Section), War Office.	750 – –	46	62	Age and infirmity	687 10 –	
Daller, G. A. -	Second Class Clerk, Chelsea Hospital.	320 – –	46	67	- ditto - -	272 – –	
Howlett, S. B. -	Draughtsman, War Office	500 – –	54	71	- ditto - -	500 – –	
Sords, James -	Clerk of Works - -	325 – –	40	70	- ditto - -	243 15 –	
Piper, John -	Acting Clerk, Royal Engineer Department.	127 15 –	20	44	Ill health - -	42 11 8	
Manners, Major R.	Governor, Military Prison	467 12 –	21	59	- ditto - -	202 12 6	
Roberts, Henry -	First Class Clerk of Works	325 – –	33	51	- ditto - -	178 15 –	
Galland, John -	First Class Clerk, Commander in Chief's Office.	560 – –	36	70	Age and infirmity	336 – –	
Gallery, Michael -	Surveyor, Ordnance Survey	82 3 3	17	38	Ill-health - -	23 5 6	
Mathison, George	Storekeeper, Commissariat	166 17 6	24	65	Age and infirmity	66 15 –	
Fowler, George -	Master of Powder Vessels	84 – –	11	44	Ill-health - -	15 8 –	
Rawling, S. -	Second Class Clerk of Works.	240 – –	11	36	- ditto - -	44 – –	
Norwood, J. -	Third Class Clerk of Works	160 – –	55	69	Age and infirmity	106 13 4	
Stallwood, Thomas	First Class Messenger, War Office.	120 – –	53	71	- ditto - -	120 – –	
Austen, J. D. -	Clerk of Works, Third Class.	160 – –	21	49	Ill-health - -	56 – –	
Wickham, R. S. -	Barrack Master, Second Class.	342 – –	19	73	Age and infirmity	108 6 –	
Elwin, R. - -	Storekeeper, Commissariat	154 1 6	25	56	Ill-health -	64 4 –	
Scott, J. C. -	Clerk of Works, First Class	255 – –	23	48	- ditto -	97 15 –	
Dunn, Horatio -	Draughtsman, Ordnance Survey.	69 2 5	27	50	- ditto - -	17 5 7	
Glennon, Margaret	Kitchen Helper, Royal Hospital, Kilmainham.	28 10 5	29	63	Age and infirmity	13 15 8	
Hannay, David -	Surveyor, Ordnance Survey	74 6 9	19	47	Ill-health - -	23 10 8	
Phelan, Michael -	Messenger, Ordnance Clerks Office, Nova Scotia.	71 9 7	25	65	Age and infirmity	24 16 7	
Cole, Luke - -	Assistant Commissariat Storekeeper.	113 15 8	33	60	- ditto - -	62 11 6	
							5,856 9 –
						£.	77,053 7 11

No. 11.—War Office and Military Departments—*continued.*

2.—Superannuation Allowances—*continued.*

	£.	s.	d.
Brought forward - - -	77,053	7	11

Allowances Ceased within the Year 1866:

Name.	Office.	Cause of Cessation.	Annual Amount. £.	s.	d.	£.	s.	d.
Peter, G. F. C. - -	Assistant Military Storekeeper	Died 11 June - - 1865	130	3	4			
Macdonald, Thomas - -	Clerk, Military Store Department.	– 29 October - 1863	142	6	6			
Raynes, Francis - -	Barrack Master - - -	– 4 August - - 1865	194	–	–			
Manderson, John - -	Messenger, Horse Guards -	– 25 Dec. - - –	34	16	8			
Sulivan, Right Hon. L. -	Deputy Secretary at War -	– 4 January - 1866	1,620	–	–			
Cummins, R. Y. - -	Clerk of Works - - -	– 2 February - –	203	–	–			
Rowles, John - - -	Assistant Storekeeper - -	– 4 January - –	23	–	–			
Du Sautoy, Wm. S. - -	Chaplain, &c., Royal Military Asylum.	– 26 December - 1865	181	7	9			
Crilman, John - - -	Serjeant Major - - -	– 19 February - 1866	15	9	2			
Cannon, Richard - -	Clerk, Adjutant General's Office.	– 30 October - - 1865	800	–	–			
Macqueen, Major - -	Barrack Master - - -	– 20 January - 1866	65	12	6			
Jenkins, Alfred - -	Clerk, Royal Engineer Department.	– 24 March - - –	84	12	10			
Hunt, Benjamin - -	Messenger - - - -	– 29 September - 1865	21	–	–			
Barnes, John - - -	Assistant Storekeeper - -	– 11 September - –	59	–	–			
Townsend, Captain Thomas	Barrack Master - - -	– 27 April - - 1866	160	6	3			
Dann, Catherine - -	Office Cleaner, Dublin - -	– 30 March - - –	12	16	8			
Mortimer, Thomas -	Clerk, Treasurer's Office - -	– 6 February - –	69	–	–			
Breeze, Edmund S. - -	Clerk, Storekeeper's Department, Woolwich.	– 28 March - - –	133	6	8			
Alcock, George - -	Clerk, Adjutant General's Office, Dublin.	– 12 April - - –	220	–	–			
Sedgwick, William - -	Senior Clerk, Ordnance Office	– 4 June - - –	610	–	–			
Ferrier, John - - -	Clerk, Map Office, Southampton.	– 22 June - - –	65	–	–			
Allen, Arthur - - -	Senior Clerk, Tower - -	– 12 August - - –	500	–	–			
Pennall, William - -	Clerk, Royal Laboratory -	– 5 August - - –	96	–	–			
Barnes, Charlotte - -	Cook, Royal Military Asylum -	– 13 September - –	23	–	–			
Fowler, George - -	Master of Powder Vessel -	– 4 October - - –	15	8	–			
Dell, James - - -	Messenger, War Office - -	– 8 October - - –	51	6	8			
Gray, W. H. - - -	Barrack Master - - -	– 5 March - - –	245	–	–			
Hall, John - - -	Deputy Storekeeper - -	– 5 October - - –	176	–	–			
Scoular, George - -	Clerk, Royal Engineer Department.	– 20 January - 1865	36	10	–			
Woolford, J. E. - -	Barrack Master - - -	– 12 January - 1866	160	–	–			
Woodham, Kezia - -	Children of a Millman, Waltham Abbey - - -	Attained the age of 15 - 11 Oct. 1865	2	10	–			
Woodham, Mary Ann -		8 Oct. 1866	2	10	–			
						6,153	3	–
		Allowances remaining payable on 31st December 1866 - - - £.				70,900	4	11

N. B.—The individuals who are stated in this Return to have died before the year 1866, have not previously been returned in any former annual account of decrease, but have been borne on the books of the Department up to 1866, the causes of removal not having been previously known.

— No. 12. —

ADMIRALTY AND SUBORDINATE DEPARTMENTS.

1.—Compensation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	19,334	15	4
Allowances granted in the year 1866	nil.		

Allowances Ceased in the Year 1866:

Name.	Office.	Cause of Cessation.	Amount. £.	s.	d.
Joseph Manley	Clerk, Victualling Office	Death	315	–	–
James Scott	Inspector, Portsmouth	Death	78	6	–
J. S. Clarabut	Clerk, Deal	Death	100	–	–
			493	6	–
Amount remaining payable on 31st December 1866			18,841	9	4

2.—Superannuation Allowances:

Amounts which remained payable on 1st January 1866:

Allowances granted previous to the passing of the Act 50 Geo. 3, c. 117	750	12	6
Ditto under the Act 50 Geo. 3, c. 117	4,500	9	2
Ditto under Acts 3 Geo. 4, c. 113; 4 & 5 Will. 4, c. 24; and 22 Vict. c. 26	73,914	1	3
Total, 1st January 1866	79,165	2	11

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement. £.	s.	d.	Age.	Length of Service. Yrs.	Mo.		Cause of Retirement.	Amount. £.	s.	d.
Admiralty:					Yrs.	Yrs.	Mo.					
Edward C. Warren	1st Class Clerk	560	–	–	60	41	4	–	Age and infirmity.	400	–	–
Hy. C. Pennell	Clerk	410	–	–	29	13	6	–	Age and infirmity.	88	16	8
Walter Drummond	Ditto	440	–	–	36	18	10	–	Age and infirmity.	132	–	–
William James	1st Class Messenger and Hall Porter.	100	–	–	70	40	5	–	Age and infirmity.	105	–	–
	Allowance	30	5	–								
Robert Geo. Hall	Messenger and Lamplighter.	75	–	–	38	11	10	–	Age and infirmity.	18	9	5
	Allowances	26	7	8								
Royal Naval College:												
H. W. Jeans	Mathematical Master	400	–	–	61	40	7	–	Age and infirmity.	378	6	8
	House	36	–	–								
Mary A. Kendall	Matron	70	–	–	58	17	1	–	Age and infirmity.	30	–	–
	Apartments	36	–	–								
Dockyards, &c.:												
Deptford:												
John Skelton	Schoolmaster	200	–	–	40	19	6	–	Age and infirmity.	53	6	8
Woolwich:												
George Turner	Master Shipwright	650	–	–	66	12	9	working time	Age and infirmity.	500	–	–
	House	100	–	–		32	10					
Frederick Dutton	Clerk	300	–	–	50	24	4	–	Age and infirmity.	120	–	–
Daniel Harding, jun.	Foreman of the Yard	250	–	–	62	16	5	working time	Age and infirmity.	166	13	4
						24	8					
Richard Guest	Leading Man of Storehouses.	85	–	–	61	31	0	working time	Age and infirmity.	56	13	4
						10	0					
						Carried forward				2,049	6	1
										79,165	2	11

No. 12.—Admiralty and Subordinate Departments—*continued.*

Name.	Office.	Salary on Retirement. £. s. d.	Age. Yrs.	Length of Service. Yrs. Mo.	Cause of Retirement.	Amount. £. s. d.	£. s. d.
Allowances Granted in the Year—*cont^d.* Dockyards, &c.—*continued.*				Brought forward - - -		2,049 6 1	79,165 2 11
Chatham:							
Rev. A. Fielding -	Chaplain - - -	350 – –	65	14 5 - - -	–	96 16 8	
	House -	65 – –					
Sheerness:							
William Moodie -	Master Shipwright -	600 – –	62	14 10 working time	–	455 13 4	
	House -	83 – –		26 6			
Jno. Hawkins Row	Timber Inspector - -	300 – –	62	24 9 ditto -	–	224 – –	
	House -	36 – –		16 10			
John Venning -	Master Smith - -	250 – –	62	7 9 ditto -	–	162 10 –	
				31 4			
James Wright -	Foreman of Joiners -	180 – –	51	16 4 ditto -	–	69 – –	
				6 11			
Portsmouth:							
Edwd. Thos. Burr	Storekeeper - - -	600 – –	69	50 6 - - -	–	669 – –	
	House -	69 – –					
Henry Hardin -	2nd Foreman of Smiths -	125 – –	52	25 10 working time	–	62 10 –	
				4 6			
Devonport:							
Rev. John Briggs	Chaplain - - -	350 – –	67	34 1 - - -	–	162 14 6	
	House -	80 – –					
Thos. Frazer, M.D.	Staff Surgeon - -	500 – –	60	10 6 - - -	–	85 10 10	
	House -	80 – –					
Thomas Jordan -	Assistant Foreman Director of Works Department.	160 – –	–	12 7 - - -	Age and infirmity.	50 – –	
Halifax:							
J. N. M'Gregor -	Storekeeper - - -	600 – –	52	27 7 - - -		326 13 4	
	House -	100 – –					
C. J. Hill - -	Clerk - - - -	225 – –	70	8 6 working time		125 – –	
	Colonial Allowance -	50 – –		15 5			
	House - - - -	70 – –					
Cape of Good Hope:							
William Sayers -	Store Porter - - -	120 – –	61	20 0 ditto -	–	65 6 8	
	House -	30 – –		14 4			
Trincomalee:							
Isaac Crabbe -	Chief Clerk and Foreman of Shipwrights.	300 – –	68	40 11 - - -	–	368 – –	
	Colonial Allowance -	50 – –					
	Foreman of Shipwrights -	80 – –					
	House - - -	50 – –					
Royal Victoria Victualling Yard:							
James Arthur -	Leading Man of Storehouses.	100 – –	48	25 11 working time	–	47 5 –	
				9 3			
Royal William:							
Samuel Triscott -	Storekeeper - - -	600 – –	70	45 1 - - -	–	600 – –	
	Allowance -	100 – –					
	Per-centage -	4 – –					
	House - -	70 – –					
Plymouth Hospital:							
Rev. W. R. Payne	Chaplain - - -	300 – –	69	23 9 - - -	–	163 6 8	
	House -	50 – –					5,782 13 1
					Carried forward - - £.		84,947 16 –

No. 12.—Admiralty and Subordinate Departments—*continued.*

Allowances Ceased in the Year 1866:

Name.	Office.	Cause of Cessation.	Amount. £.	s.	d.
Admiralty:					
Sir R. M. Bromley	Accountant General of the Navy	Death	481	12	–
George Patey Parkin	Chief Clerk	Ditto	650	–	–
W. W. Weller	Clerk	Ditto	300	–	–
Jesse Nye	Messenger	Ditto	134	1	1
Henry Jeffries	Ditto	Ditto	18	12	8
Mary Rule	Daughter of Surveyor	Ditto	50	–	–
Royal Marine Office:					
William F. France	Clerk	Death	111	1	–
Dockyards, &c.:					
Deptford:					
John Cleminson	Leading Man of Storehouses	Death	40	–	–
Woolwich:					
William Robert Lang	Timber Inspector	Death	287	–	–
Robert Woollett	Cabin Keeper	Ditto	29	3	4
Chatham:					
George D. Skillet	Clerk	Death	230	–	–
R. Edgecombe	Foreman of Joiners	Ditto	120	–	–
William Hartfield	Inspector of Joiners	Ditto	83	6	8
Sheerness:					
Henry Bois	Assistant Master Shipwright	Death	320	–	–
John Penney	Inspector of Shipwrights	Ditto	88	8	6
Portsmouth:					
William Westrope	Inspector of Shipwrights	Death	100	–	–
James Johnson	Layer and Ropemaker	Ditto	58	6	8
John Thresher	Leading Man of Shipwrights	Unclaimed for six years	56	13	4
James Wicker	Inspector	ditto	6	2	–
Devonport:					
Elizeus Jessup	Storekeeper	Death	570	–	–
William Nicholson	Layer in Ropery	Unclaimed for six years	35	–	–
Pembroke:					
John Hall	Inspector	Death	34	–	–
Malta:					
Joseph B. Collings	Clerk	Death	230	–	–
James J. Gilbert	Foreman of Smiths	Ditto	36	–	–
Trincomalee:					
Thomas Craven	Foreman of Shipwrights	Unclaimed for six years	163	–	–
Bombay:					
Mary M. Weeks	Widow of Mr. John Weeks, late Assistant Superintendent of Ships building.	Unclaimed for six years	12	–	–
Royal William Victualling Yard:					
Samuel Triscott	Storekeeper	Death	600	–	–
Thomas Parkin	Leading Man of Stores	Ditto	41	1	8
Malta Victualling:					
Lorenzo Fanengui	Foreman of Coopers	Death	91	5	–

	£.	s.	d.
Brought forward	84,947	16	–
	4,976	13	11
Amount remaining payable on 31st December 1866 £.	79,971	2	1

— No. 13. —

LATE NAVY PAY OFFICE.

1.—Compensation Allowances:	£.	s.	d.
Amount which remained payable on 1st January 1866	2,009	13	4
Amount granted in the year 1866	nil.		
Amount ceased in the year 1866	nil.		
Amount remaining payable on 31st December 1866 £.	2,009	13	4

2.—Superannuation Allowances:			
Amount remaining payable on 31st December 1866	nil.		

J. Beeby,
Accountant General of the Navy.

— No. 14. —

PAYMASTER GENERAL'S OFFICE.

1.—Compensation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	12,160	3	7
Allowances granted in the year	nil.		

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £.	s.	d.	
Brockman, Charles	Clerk	Died 3 February 1866	347	–	–	
Burslem, Henry	Principal Clerk	Died 11 June 1866	560	–	–	
Lewis, F.	Clerk	Died 19 August 1866	445	14	10	
Miller, James	Accountant, Civil Service Pay Office	Died 23 August 1866	540	–	–	
Powis, Thomas	Paymaster	Died 16 March 1866	725	–	–	
Yeates, J. L.	Clerk	Died 24 March 1866	340	–	–	
						2,957 14 10
Amount remaining payable on 31st December 1866 £.						9,202 8 9

2.—Superannuation Allowances:			
Amount payable on 1st January 1866	3,740	17	5

Allowances Granted in the Year:

Name.	Rank.	Age. Yrs.	Service. Yrs. Mo.	Salary. £. s. d.	Cause.	Allowance. £. s. d.			
Armstrong, E. J.	Clerk	Allowance increased for temporary re-employment				42 14 6			
Browne, G. H.	Ditto	61	34 0	408 15 –	Age and failing sight	320 – –			
Slade, S.	Ditto	62	44 1	425 13 8	ditto	354 14 8			
Cambrai, T.	Charwoman	64	28 3	44 4 –	Old age	12 – –			
							729	9	2
							4,470	6	7
Allowances ceased in the year							nil.		
Amount remaining due on 31st December 1866 £.							4,470	6	7

— No. 15. —

CUSTOMS.

1.—Compensation Allowances:

	£.	s.	d.
Amount which remained payable on 31st December 1865	74,858	13	1

Allowances Granted in the Year ended 31st December 1866, viz.:—

Port.	Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs. Mos.	Period of Service. Yrs. Mos.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.
			ENGLAND:				
London	R. Burton	Examining Officer, 3rd Class.	225 – –	35 0	13 3	Impaired position, consequent on revision of Establishment in 1860-61.	53 6 8
	S. S. Stuart	ditto	150 – –	52 0	24 2	ditto	77 10 –
	T. G. Papps	Examining Officer, 4th Class.	157 7 7	49 0	24 9	ditto	80 8 11
	H. Ford	Out-door Officer, 3rd Class.	81 19 1	55 0	30 5	ditto	54 6 2
	J. Moorhead	Out-door Officer, 2nd Class.	91 19 3	55 0	35 11	ditto	61 6 2
	J. Atkinson	Out-door Officer, 4th Class.	77 2 10	36 0	12 0	ditto	19 4 6
	E. Scanlan	Surveyor, 1st Class	500 – –	49 0	29 4	ditto	325 – –
	G. Parsons	Out-door Officer, 1st Class.	102 – –	51 0	25 3	ditto	54 3 4
	J. Cary	Out-door Officer, 2nd Class.	91 – –	50 0	23 4	ditto	45 7 8
	C. Barnes	Out-door Officer, 4th Class.	76 – –	53 0	23 9	ditto	37 13 –
	A. Compton	Surveyor, 1st Class	550 – –	54 0	30 5	ditto	366 13 4
	G. Longworth	Out-door Officer, 2nd Class.	91 19 3	53 0	27 6	ditto	56 7 7
	B. Farrer	Out-door Officer, 3rd Class.	81 19 3	47 0	18 7	ditto	31 5 –
	J. A. Smith	Examining Officer, 1st Class.	300 – –	42 0	21 2	ditto	140 – –
	H. M. Cumming	Inspector of Gaugers, 2rd Class.	400 – –	47 0	25 3	ditto	207 10 –
	C. C. Skene	Gauger, 3rd Class	250 – –	44 0	22 8	ditto	120 16 8
	B. Fricker	Examining Officer, 4th Class.	200 – –	60 0	33 2	ditto	133 6 8
	J. P. Burt	ditto	153 – 9	54 0	31 1	ditto	102 – 6
	C. Brown	Out-door Officer, 4th Class.	78 3 6	54 0	27 10	ditto	47 – 2
	T. Abbott	Out-door Officer, 5th Class.	79 – –	50 0	31 5	ditto	52 13 4
	J. Renowden	ditto	71 19 3	46 0	32 4	ditto	53 6 2
	J. Hurd	Principal Timber Measurer.	300 – –	65 0	37 1	Abolition of office	225 – –
	J. Clements	Gauger	350 – –	60 0	36 10	Impaired position, consequent on revision of Establishment in 1860-61.	303 6 8
Beaumaris	W. H. Smith	Collector	201 13 4	55 0	24 11	ditto	105 3 3
Carlisle	R. James	ditto	300 – –	– –	– –	ditto	100 – –
Exeter	R. F. Hosken	Surveyor	434 3 4	53 0	28 6	ditto	269 3 4
Grimsby	J. P. Hayton	Collector	212 – 7	49 0	25 2	ditto	121 13 6
Hull	H. Davies	Out-door Officer	84 5 4	54 0	29 2	ditto	53 – –
	J. J. Thompson	ditto	79 3 4	43 0	19 7	ditto	31 9 4
	J. Whitaker	ditto	77 18 –	52 0	29 1	ditto	50 9 8
Liverpool	P. Sims	ditto	83 6 6	54 0	30 8	ditto	54 9 11
	J. M'Entegart	ditto	82 – –	49 0	25 2	ditto	43 3 –
	J. King	ditto	96 19 1	55 0	33 11	ditto	64 12 9
						Carried forward £.	3,540 17 3	74,858 13 1

No. 15.—Customs—*continued.*

Port.	Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs. Mos.	Period of Service. Yrs. Mos.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.	£. s. d.
England: Allowances Granted in the Year, &c.—*cont^d.*						Brought forward -	3,540 17 3	74,858 13
Liverpool	H. Smith -	Assistant Surveyor	350 – –	47 0	26 10	Impaired position, consequent on revision of Establishment in 1860-61.	201 13 4	
	J. T. Barton -	- ditto - -	375 – –	57 0	27 10	- - ditto - -	227 1 8	
Newcastle	E. Adams -	Out-door Officer -	74 19 –	56 0	27 4	- - ditto - -	46 1 2	
Rochester	J. Allen - -	- ditto - -	78 4 6	51 0	28 0	- - ditto - -	48 6 8	
Southampton	C. J. Clarke -	Surveyor - -	350 – –	51 0	26 11	- - ditto - -	215 16 8	
				SCOTLAND:				
Dumfries	J. Linton -	Examining Officer, 4th Class.	158 15 4	54 0	25 9	Impaired position, consequent on revision of Establishment in 1860-61.	88 3 –	
Montrose	C. M'Bay -	Out-door Officer -	74 – –	50 0	28 6	- - ditto - -	46 17 4	
				IRELAND:				
Newry -	C. M'Anally -	Collector - -	210 14 3	46 0	28 8	Impaired position, consequent on revision of Establishment in 1860-61.	135 3 6	
Dublin -	Sir J. Dombrain	Inspector General, Coast Guard, Ireland. Amount of retired allowance increased.	- - -	-	-	- - - -	32 – –	
								4,582 –
						Allowances Ceased within the Year:		79,440 13

Port.	Name.	Office.	Cause of Cessation.	Annual Amount. £. s. d.	
		ENGLAND:			
London - - -	J. C. Hardy - -	Tidewaiter - - - -	Died 15 April 1866	71 9 10	
	T. H. Clark - -	Landing Waiter - - -	– 20 April –	185 – –	
	W. Neilson - -	Searcher - - - -	– 25 May –	150 – –	
	E. Devereux - -	Clerk, Long Room - -	– 24 June –	190 – –	
	G. Longworth -	Locker - - - - -	– 23 July –	56 7 –	
	J. Clements - -	Gauger - - - - -	– 9 September –	303 6 8	
	J. T. Bailey - -	Clerk - - - - -	– 15 October –	200 – –	
	P. Nixon - -	Weigher - - - -	– 25 September –	39 4 –	
Hull - - -	N. Osborne - -	Searcher - - - -	– 24 August –	175 – –	
Jersey - - -	R. Hancock -	- ditto - - - -	– 18 February –	80 – –	
Liverpool - -	C. Darton - -	Tidewaiter - - - -	– 24 February –	55 6 11	
	M. Davie - -	Controller - - - -	– 10 April –	268 – –	
	J. Williams - -	Timber Measurer - - -	– 24 June –	127 10 –	
		IRELAND:			
Cork - - -	M. Smith - -	Tide Surveyor - - -	Died 23 March 1866	56 – –	
Dublin - - -	J. C. Beresford -	Storekeeper - - - -	– December –	4,315 7 8	
Tralee - - -	T. M'Mahon - -	Boatman - - - -	– 6 November –	7 13 10	
		COLONIAL:			
Halifax - - -	J. Blackwell - -	Naval Officer - - -	Died 28 March 1866	273 12 –	
	G. F. Stewart -	Clerk - - - - - -	– 30 April –	83 – –	
New Brunswick -	J. Walker - -	Landing Waiter - - -	– 31 July –	140 – –	
St. Vincent's - -	R. N. Dunbar -	Landing Surveyor - -	– 25 July –	145 – –	
Prince Edward's Island.	F. R. Goodman -	Controller of Navigation Laws	Unclaimed for more than three years.	30 – –	
Halifax - - -	D. M'Coll - -	Sub-Collector - - -	- - ditto - - -	64 – –	
Montrose - - -	J. W. Oliver - -	Clerk - - - - - -	- - ditto - - -	126 – –	
Quebec -	J. M'Kidie - -	Tide Surveyor - -	- - ditto - - -	41 10 –	
					7,183 7 1
			Amount remaining payable on 31st December 1866 - - -	£	72,257 5

No. 15.—CUSTOMS—*continued.*

2. SUPERANNUATION Allowances:

	£.	s.	d.
Amount which remained payable on 31st December 1865 - - - - - - - - - - - - -	134,243	8	1

Allowances Granted in the Year ended 31st December 1866:

Port.	Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs. Mos.	Period of Service. Yrs. Mos.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.
			ENGLAND:				
London -	F. G. Gardner -	Secretary - -	1,400 - -	65 8	50 0	Advanced age - -	1,400 - -
	J. Penny -	Examining Officer	154 6 2	48 0	26 7	Impaired health -	65 - -
	S. Alfrey -	Out-door Officer -	103 5 -	56 0	33 6	Disease of stomach and rheumatism, &c.	50 - -
	J. W. Hodges -	Clerk - - -	300 - -	60 0	28 6	Infirmities of age -	140 - -
	T. Sutton -	Extra Out-door Officer.	46 7 7	65 0	18 10	- ditto - - -	11 11 10
	J. Willes - -	Out-door Officer -	101 15 -	60 0	30 2	- ditto - - -	50 19 6
	S. White - -	Examining Officer	140 - -	58 0	32 9	Vertigo, gout, rheumatism.	74 13 4
	A. Slocombe -	Clerk - - -	230 - -	54 0	33 3	Congestion of the brain and nervous debility.	126 10 -
	S. S. Dipnall -	Controller of Accounts, Legal Quays.	500 - -	63 0	45 4	Advanced age - -	437 10 -
	E. Walter -	Principal Clerk -	500 - -	68 0	44 6	- ditto - - -	408 6 8
	W. L. Ross -	Clerk - - -	300 - -	60 0	34 8	Rheumatism and rupture	170 - -
	E. Hollingworth	- ditto - -	343 7 3	49 0	21 9	Disease of the spine -	120 3 6
	H. J. Madean -	Chief Clerk, Secretary's Office.	450 - -	38 0	22 4	Disease of the heart -	160 - -
Bristol -	C. Triggs -	Out-door Officer -	86 15 3	70 0	46 9	Age and failing sight	73 14 11
	T. Colebran -	- ditto - -	89 1 4	60 0	30 5	Age and infirmity -	44 - -
Cowes -	R. Bobbitt -	- ditto - -	63 6 10	60 0	30 5	- ditto - - -	31 10 10
Faversham	W. Steele -	Assistant Examining Officer.	80 - -	47 0	23 3	Disease of liver and kidneys.	30 13 4
Lynn -	S. T. Pratt -	Out-door Officer -	67 15 4	59 0	30 7	Chronic affection of the bladder.	33 17 8
Liverpool	J. W. Grisdale -	Examining Officer	100 - -	43 0	18 1	Inguinal hernia -	30 - -
	W. Roberts -	Out-door Officer -	96 11 3	59 0	27 1	Chronic disease and general debility.	43 9 -
	J. Sewell - -	Examining Officer	119 11 3	57 0	30 10	Chronic disease of kidneys and general debility.	59 15 7
	J. Woolcock -	Out-door Officer -	86 10 9	60 0	47 0	Advanced age - -	77 17 1
	R. Japp - -	Examining Officer	240 - -	45 0	22 5	Paralysis - - -	88 - -
	J. Gwinn - -	Out-door Officer -	89 3 9	63 0	35 2	Advanced age - -	52 - 6
Manchester	R. Scott - -	- ditto - -	83 5 -	37 0	14 4	Chronic rheumatism -	18 - -
Newcastle	W. Mumby -	Examining Officer	100 - -	50 0	29 0	Disease of brain and exhaustion of nervous system.	48 6 8
Portsmouth	J. Cobby - -	Extra Boatman -	54 15 4	52 0	32 1	Services discontinued	22 16 4
	H. Cribb - -	- ditto - -	54 15 4	44 0	20 8	- ditto - - -	13 13 10
	G. Beck - -	Examining Officer	100 - -	58 0	36 1	Defective vision and hearing	66 - -
Southampton	A. Burgess -	Out-door Officer -	81 9 10	39 0	17 0	Physical weakness and mental imbecility.	23 1 8
Sunderland	J. Goble - -	Clerk - - -	152 7 8	53 -	24 8	Insanity - - -	60 19 -
Douglas, Isle of Man.	J. Quinn - -	Out-door Officer -	58 8 4	43 0	22 7	Piles, mental and nervous derangement.	20 - -
	W. Archer -	- ditto - -	58 8 2	69 0	45 9	Age and infirmity -	50 - -
			SCOTLAND:				
Aberdeen	D. B. Preston -	Collector - -	500 - -	58 0	40 0	Chronic bronchitis -	375 - -
Dundee -	W. Bell - -	Out-door Officer -	75 14 -	54 0	25 4	Physical infirmity -	31 11 -
Glasgow -	W. Semple -	- ditto - -	80 16 8	61 0	32 2	Spinal disease - -	43 2 2
	A. M'Pherson -	- ditto - -	78 9 -	62 0	34 8	Advanced age - -	44 9 1
Greenock	J. Orr - -	- ditto - -	82 2 6	65 0	31 6	- ditto - - -	42 8 7
	R. Jones - -	- ditto - -	74 19 1	57 0	30 2	Hernia and defective sight	37 9 6
	J. F. M. Hodder	Collector - -	752 19 9	66 0	42 6	Advanced age - -	613 18 6
	J. M'Culloch -	Examining Officer	233 14 1	50 0	28 10	Enfeeblement of the heart's action.	94 8 10
Kirkadly	F. Marshall -	Principal Coast Officer.	100 - -	43 0	28 1	Nervous debility and irritation of the bladder.	46 13 4
			IRELAND:				
Dublin -	T. Dykes - -	Out-door Officer -	63 4 6	60 0	21 10	Deafness, and feebleness of body.	31 13 3
Galway -	P. Daly - -	Principal Coast Officer.	80 - -	60 0	32 1	Impaired health -	42 13 4
Londonderry	H. Gilbert -	Out-door Officer -	86 17 -	46 0	20 2	Paralysis of tongue and general debility.	28 19 -
	A. Dysart -	Examining Officer	160 10 10	55 0	27 9	Epilepsy - - -	72 4 10
Skibbereen	W. Baylie -	First Clerk - -	78 - -	58 0	30 1	General debility and impaired sight.	39 - -
							5,646 2 8
						Carried forward - - - £.	139,889 10 9

No. 15.—CUSTOMS—*continued.*

	£.	s.	d.
Brought forward - - -	139,889	10	9

Allowances Ceased within the Year.

Port.	Name.	Office.	Cause of Cessation.	Annual Amount. £.	s.	d.
		ENGLAND: (3 Geo. 4, c. 115.)				
Newhaven -	J. Banks - -	Coast Guard Boatman -	Died 17 January 1866	40	–	–
Milford - -	J. Williams -	Tidewaiter - - -	– 22 December –	15	–	–
		(4 & 5 Will. 4, c. 24.)				
London - -	J. Friend - -	Locker - - - -	Died 19 January 1866	82	–	–
	T. Kilby - -	Tidewaiter - - -	– 9 January –	73	–	–
	W. Read - -	Chief Boatman, Coast Guard	– 24 January –	26	–	–
	N. Mayben -	Boatman, Coast Guard -	– 14 March –	32	10	–
	A. Hatherell -	Tidewaiter - - -	Unclaimed for more than two years.	27	10	–
	J. Hulks - -	Tidewaiter - - -	Died 21 May 1866	79	–	–
	Mary East -	Housekeeper, Tea Department.	– 19 August –	25	–	–
	E. Hussey -	Tidewaiter - - -	– 7 April –	18	–	–
	J. A. Ray - -	Clerk - - - -	– 22 July –	100	–	–
	J. Cooper - -	Boatman, Coast Guard -	– 22 October –	31	–	–
	H. Porter - -	Tidewaiter - - -	– 17 November –	65	–	–
	W. Warren -	Watchman - - -	– 27 December –	51	10	–
	T. Carter - -	Locker - - - -	– 23 November –	80	10	–
Beaumaris -	T. Williams -	Boatman, Coast Guard -	– 13 November –	35	–	–
Bridport - -	W. Shekle -	- - ditto - - -	– 29 June –	18	10	–
Bristol - -	T. J. Lewis -	Weigher - - -	– 30 January –	13	12	6
	J. Read - -	Boatman, Coast Guard -	– 1 September –	36	–	–
	J. Ormesby -	Landing Surveyor - -	– 22 November –	236	13	4
Cardigan -	J. Evans - -	Boatman, Coast Guard -	– 6 May –	36	10	–
Chester - -	T. Marsh - -	Landing Waiter - -	– 13 July –	167	–	–
Colchester -	T. Gray - -	Boatman, Coast Guard -	– 31 January –	30	–	–
	T. Simonds -	Locker - - - -	– 25 June –	80	–	–
Dartmouth -	T. Gatehouse -	Boatman, Coast Guard -	– 3 June –	30	–	–
Deal - -	T. Jones - -	- - ditto - - -	– 11 February –	35	10	–
Exeter - -	W. Roberts -	Locker - - - -	– 4 January –	35	–	–
	G. Langdon -	Mariner - - - -	– 13 July –	16	10	–
Falmouth -	W. Napton -	Locker - - - -	– 17 April –	47	10	–
Folkestone - -	T. Marsh - -	Boatman, Coast Guard -	– 24 October –	24	–	–
Fowey - -	R. Little - -	Boatman - - -	– 9 July –	30	–	–
	W. Wilton -	Boatman, Coast Guard -	– 1 June –	35	–	–
Gloucester -	W. L. Grove -	Collector - - -	– 6 May –	375	–	–
Grimsby - -	M. Robinson -	Boatman, Coast Guard -	– 15 December –	23	–	–
Harwich - -	J. Clark - -	- - ditto - - -	– 19 March –	38	–	–
	J. Fielder - -	Mariner, Coast Guard -	– 4 December –	16	–	–
Hull - -	W. Lawrence -	Boatman, Coast Guard -	– 15 June –	52	–	–
	J. Craggy -	- - ditto - - -	– 3 October –	32	–	–
Ipswich - -	W. Chiswick -	- - ditto - - -	– 12 January –	45	–	–
Littlehampton -	J. Marshall -	- - ditto - - -	– 21 April –	42	–	–
	R. Peake - -	- - ditto - - -	– 11 July –	31	10	–
	T. Palmer -	- - ditto - - -	– 29 October –	30	–	–
Liverpool -	W. Turner -	Locker - - - -	– 28 February –	71	–	–
	B. Sherwood -	Tide Surveyor - -	– 19 March –	117	–	–
	J. Cole - -	Locker - - - -	– 21 March –	60	5	–
	J. Fitzpatrick -	Boatman, Coast Guard -	– 25 March –	41	–	–
	J. Taylor - -	Clerk - - - -	– 29 March –	180	–	–
	J. Jones - -	Tidewaiter - - -	– 18 April –	43	10	–
	T. Gummerson -	Boatman, Coast Guard -	– 24 May –	39	–	–
	D. M'Nish -	- - ditto - - -	– 21 June –	20	–	–
	W. Wakeham -	Locker - - - -	– 2 August –	64	–	–
	T. Aspinall -	Searcher - - -	– 18 December –	210	–	–
Middlesbro' -	J. Burton - -	Boatman, Coast Guard -	– 15 September –	40	–	–
Newcastle -	R. Barkas -	Tidewaiter - - -	– 5 April –	46	10	–
	D. Crinall -	Boatman, Coast Guard -	– 18 August –	39	–	–
Newhaven -	R. Ade - -	Landing Waiter - -	– 22 April –	172	–	–
			Carried forward - £.	3,480	10	10

	£.	s.	d.
	139,889	10	9

No. 15.—Customs—*continued.*

Port.	Name.	Office.	Cause of Cessation.	Annual Amount.					
				£.	s.	d.	£.	s.	d.
England: Allowances Ceased within the Year—*continued.*			Brought forward -	3,480	10	10	139,889	10	9
North Shields -	W. Mills - -	Boatman - - -	Died 9 January 1866	30	–	–			
	W. Coppin -	Sub-Collector - - -	– 23 July –	86	–	–			
	J. French - -	Tide Surveyor - -	– 17 September –	90	–	–			
Penzance -	W. Moyle -	Boatman, Coast Guard -	– 20 January –	31	–	–			
Plymouth -	T. Williams -	Tidewaiter - - -	– 1 March –	28	–	–			
	A. Williams -	Boatman - - -	– 7 February –	32	10	–			
	A. Lobb - -	Boatman, Coast Guard -	– 14 March –	28	–	–			
	T. Taylor - -	- - ditto - - -	– 18 September –	26	–	–			
	J. Blew - -	Mariner, Coast Guard -	– 4 September –	14	10	–			
Poole - -	R. Nanscawen -	Boatman, Coast Guard -	– 3 May –	35	–	–			
Portsmouth -	W. Clark - -	- - ditto - - -	– 26 January –	40	–	–			
	J. Robinson -	- - ditto - - -	– 14 April –	23	–	–			
	C. Pearson -	Boatman - - -	– 25 July –	38	10	–			
	L. Barber - -	- - ditto - - -	– 11 August –	22	–	–			
	W. Turnbull -	Mariner, Coast Guard -	– 19 August –	21	–	–			
	J. Hancock -	Boatman, Coast Guard -	– 1 September –	29	–	–			
	R. Glasson -	- - ditto - - -	– 27 November –	26	–	–			
Rochester -	J. Laughney -	- - ditto - - -	– 23 January –	31	–	–			
	E. Waugh -	- - ditto - - -	– 18 August –	33	10	–			
	P. Harding -	- - ditto - - -	– 20 October –	34	–	–			
Rye - -	J. Sibson - -	- - ditto - - -	– 28 February –	41	–	–			
Shoreham -	W. Muggeridge -	- - ditto - - -	– 17 September –	20	–	–			
Swansea - -	W. Jenkins -	- - ditto - - -	– 25 July –	72	–	–			
	R. Porter - -	- - ditto - - -	– 29 October –	36	–	–			
Wells - -	R. Mason - -	- - ditto - - -	– 6 February –	36	–	–			
	W. Richards -	- - ditto - - -	– 11 April –	32	–	–			
	J. Fletcher -	- - ditto - - -	– 3 November –	33	–	–			
West Hartlepool	J. Baird - -	- - ditto - - -	– 8 September –	35	–	–			
Weymouth -	R. Starke - -	Chief Officer, Coast Guard	– 1 February –	70	–	–			
Woodbridge -	J. Williams -	Boatman, Coast Guard -	– 16 September –	38	–	–			
Yarmouth -	J. Limmer -	- - ditto - - -	– 1 January –	57	–	–			
SCOTLAND:									
Arbroath - -	J. Morgan -	Boatman, Coast Guard -	Died 22 September 1866	39	–	–			
Banff - -	J. Sterling -	Principal Coast Officer -	– 18 November –	48	–	–			
Campbeltown -	A. Sinclair -	Mariner - - - -	– 15 October –	18	–	–			
Glasgow - -	J. Paul - -	Superintending Locker -	– 17 March –	67	10	–			
Greenock -	J. Summers -	Locker - - - -	– 16 January –	55	–	–			
	D. Tait - -	Boatman - - -	– 18 June –	34	–	–			
	J. Davisson -	Tidewaiter - - -	– 16 September –	49	–	–			
	K. M'Caskill -	Locker - - - -	– 21 September –	55	–	–			
Leith - -	W. Wilson -	Boatman - - -	– 12 July –	16	–	–			
Peterhead -	A. Greig - -	Boatman, Coast Guard -	– 16 June –	27	–	–			
Stranraer -	T. Niblock -	- - ditto - - -	– 1 February –	22	–	–			
IRELAND:									
Belfast - -	W. Creen - -	Boatman, Coast Guard -	Died 27 February 186	24	–	–			
	S. Perritt - -	- - ditto - - -	– 11 March –	48	–	–			
	P. Holland -	- - ditto - - -	– 27 June –	25	–	–			
	A. Tully - -	- - ditto - - -	– 14 September –	32	–	–			
	J. Greenless -	Mariner, Coast Guard -	– 2 December –	23	–	–			
Coleraine -	H. Murray -	Boatman, Coast Guard -	– 11 November –	39	17	–			
	R. Miller - -	Searcher - - -	– 15 July –	73	16	8			
	D. Rainey -	Boatman, Coast Guard -	– 25 February –	25	–	–			
Cork - -	J. Hayes - -	- - ditto - - -	– 13 January –	24	–	–			
	J. Fisher - -	- - ditto - - -	– 3 November –	34	–	–			
	J. Brady - -	- - ditto - - -	– 29 June –	35	–	–			
			Carried forward - £.	5,463	14	6	139,889	10	9

No. 15.—CUSTOMS—*continued.*

Port.	Name.	Office.	Cause of Cessation.	Annual Amount.	——
				£. s. d.	£. s. d.
IRELAND: Allowances Ceased within the Year—*continued.*			Brought forward -	5,463 14 6	139,889 10 9
Dublin - -	H. Martin -	Tide Surveyor - -	Died 23 April 1866	142 – –	
	R. Harding -	Chief Officer, Coast Guard	Unclaimed for upwards of two years.	44 – –	
	J. Duff - -	Boatman, Coast Guard -	Died 15 May 1866	25 – –	
	T. Bossance -	- - ditto - - -	– 24 May –	31 – –	
	J. Hammond -	Tidewaiter - - -	– 27 July –	113 – –	
	E. Browne -	Searcher - - -	– 21 May –	184 – –	
	P. Cotter - -	Mariner - - -	– 8 November –	12 10 –	
	F. Duke - -	Tide Surveyor - -	– 23 November –	66 – –	
Dundalk -	T. Parkins -	Tidewaiter - - -	– 5 February –	37 – –	
	J. Kindler -	Boatman, Coast Guard -	– 16 May –	28 – –	
	J. Marningham	- - ditto - - -	– 6 December –	23 – –	
Galway - -	J. Salmon -	- - ditto - - -	– 3 November –	34 – –	
Limerick -	R. Parker -	- - ditto - - -	– 13 July –	35 – –	
Londonderry -	P. Macaulay -	- - ditto - - -	– 12 January –	28 – –	
	W. Paxton -	- - ditto - - -	– 15 March –	14 – –	
Newry - -	T. Brown -	- - ditto - - -	– 15 June –	47 10 –	
Skibbereen -	M. Sullivan -	- - ditto - - -	– 6 April –	32 10 –	
Sligo - -	T. Wilson -	- - ditto - - -	– 31 August –	20 10 –	
Wexford -	W. Haynes -	- - ditto - - -	– 28 March –	30 – –	
		ENGLAND: (22 Vict. c. 26.)			
London - -	J. Pitwood -	Boatman, Coast Guard -	Died 24 January 1866	34 – –	
	W. Davies -	Clerk - - - -	– 9 January –	195 – –	
	W. Parsons -	Landing Surveyor - -	– 19 January –	435 – –	
	R. Keys - -	Controller - - -	– 8 March –	84 – –	
	J. W. Hodges -	Clerk - - - -	– 19 June –	140 – –	
	J. Judge - -	Waterman - - -	– 3 July –	54 18 9	
	S. B. Lemon -	Controller, Tea Department	– 11 August –	410 – –	
	G. Moorsom -	Surveyor General of Tonnage.	– 15 August –	400 – –	
Chester - -	R. Harper -	Locker - - - -	– 6 October –	55 4 –	
Cowes - -	T. Love - -	Collector - - -	– 19 October –	245 2 1	
Dover - -	J. Wickham -	Messenger - - -	– 2 January –	46 – –	
Fowey - -	R. Holden -	Principal Coast Officer -	– 14 January –	46 13 4	
Hull - -	D. England -	Extra Tidewaiter - -	– 31 January –	16 15 5	
Liverpool -	J. Gwinn -	Out-door Officer - -	– 23 December –	52 – 6	
	E. Rigmaiden -	Clerk - - - -	– 2 December –	80 13 4	
	J. Farrell - -	Out-door Officer - -	– 15 October –	55 1 10	
	R. Potbury -	Inspector of the River -	– 25 January –	329 3 4	
Swansea -	D. Davies -	Out-door Officer - -	– 7 February –	19 14 8	
Whitehaven -	J. Hardy - -	Messenger - - -	– 9 September –	12 3 4	
		IRELAND:			
Belfast - -	D. Whally -	Locker - - - -	Died 3 February 1866	30 – –	
Dublin - -	C. Cullen -	Out-door Officer - -	– 8 April –	19 10 –	
		COLONIAL:			
Melbourne -	G. N. Russell -	Landing Waiter - -	Died 28 October 1865	19 – 10	
St. Lucia -	J. Suffield -	Writer, &c. - - -	Unclaimed for upwards of two years.	120 – –	
					9,310 15 11
		TOTAL Amount remaining payable on 31st December 1866 - - -		£.	130,578 14 10

— No. 16. —

INLAND REVENUE, UNITED KINGDOM.

1.—Compensation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	29,633	1	–

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Annual Amount of Immediate Saving effected.	Yearly Allowance Granted	
		£.	Yrs.	Yrs. Mos.		£. s. d.	£. s. d.	
Geo. Hogsflesh	Bank of England Clerk, Income Tax Office.	445	73	23 0	Abolition of Office.	183 15 –	261 5 –	
Charles T. Eales	Distributor of Stamps (Bristol).	1,400 (Gross Poundage.)	–	29 2	Duties transferred to Collector of Inland Revenue.	520 – – (The establishment of the Collector increased, at an immediate expense of 380*l.*)	500 – –	
Edward Roberts	Distributor of Stamps (Waterford).	560 (Gross Poundage.)	74	52 0	- ditto -	200 – – (Additional Clerk established at 110*l.*)	250 – –	
					Total Immediate Saving - - - £.	903 15 –		1,011 5 –
								30,644 6 –

Allowances Ceased in the Year 1866:

Name.	Office.	Cause of Cessation.	Annual Amount Ceased.	
			£. s. d.	
E. A. Belford - - -	Receiver General Stamps, Ireland	Died, 13 January - 1866	262 10 –	
William Bennett - -	Port Gauger - - - -	– 1 January - –	98 13 4	
Robert Sambrooke Taylor -	Permit Writer - - - -	– 4 February - –	40 – –	
Alexander Maclachlan -	Chief Inspector, Revenue Police	– 26 February - –	340 – –	
John Fennell - - -	Sub-Inspector, Revenue Police	– 28 April - - –	100 – –	
James Grant - - -	Ride Officer - - - -	– 22 May - - –	89 16 8	
Thomas Brown - -	Inspector, Revenue Police -	– 3 July - - –	127 4 –	
William Wilson - -	Permit Writer - - - -	– 15 July - - –	65 – –	
Grove Carter - - -	- ditto - - - - -	– 8 November - –	58 6 8	
William P. Lamb - -	Commissioner of Appeal -	– 8 November - –	74 – –	
James Hall - - -	Division Officer - - -	– 26 November - –	101 5 –	
William Thornely - -	Distributor of Stamps - -	Mr. Thornely's allowance reduced from 650 *l.* to 590 *l.* in consequence of the death of one of his late clerks, to whom he paid 60 *l.* per annum.	60 – –	
				1,416 15 8
		Amount payable on 31st December 1866 - - - £.		29,227 10 4

2.—Superannuation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	151,925	16	2

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.	
		£. s. d.	Yrs.	Yrs. Mos.		£. s. d.	
James Barley -	Division Officer -	150 – –	69	41 6	Above 60 - -	115 – –	
William Porter -	Supervisor - -	230 – –	61	38 0	- ditto - -	164 16 8	
John Moorshead -	Division Officer -	150 – –	66	41 7	- ditto - -	123 – –	
Wm. Godfrey Martelli	- ditto - -	150 – –	64	38 3	- ditto - -	112 – –	
					Carried forward - - - £.	514 16 8	151,925 16 2

No. 16.—Inland Revenue, United Kingdom—*continued.*

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.	Annual Amount Payable.
		£. s. d.	Yrs. Mos.	Yrs. Mos.		£. s. d.	£. s. d.
Allowances Granted—*continued.*					Brought forward - - -	514 16 8	151,925 16 2
Leonard Leigh -	Division Officer -	150 – –	56 0	36 9	Ill-health - -	102 10 –	
Michael Davison -	- ditto - - -	150 – –	68 0	39 6	Above 60 - -	110 – –	
Lawrence Whittaker	- ditto - - -	150 – –	62 0	38 6	- ditto - -	107 10 –	
John Philpot Back -	Supervisor - -	230 – –	60 0	39 2	- ditto - -	168 13 4	
Edward Willsted -	Division Officer -	150 – –	57 0	36 5	Ill-health - -	102 10 –	
Samuel Shipley -	- ditto - - -	150 – –	60 0	37 0	Above 60 - -	105 – –	
William Atkinson -	Supervisor - -	230 – –	64 0	39 1	- ditto - -	172 10 –	
Samuel Cooke -	Ride Officer - -	110 – –	63 0	40 4	- ditto - -	82 10 –	
Reynolds Kaye -	Division Officer -	150 – –	67 0	45 5	- ditto - -	135 – –	
Thomas Lambert -	Collector's Clerk -	140 – –	65 0	39 1	- ditto - -	102 13 4	
William Watterton -	Collector - -	412 12 8	59 0	38 9	Ill-health - -	289 13 7	
William Derham -	Division Officer -	150 – –	59 0	39 9	- ditto - -	110 – –	
William Daly -	- ditto - - -	150 – –	58 0	37 1	- ditto - -	90 – –	
Samuel Parsons -	Collector - -	550 – –	65 0	39 0	Above 60 - -	403 6 8	
Thomas Pascoe Lander.	Division Officer -	150 – –	65 0	37 4	- ditto - -	105 – –	
Charles Fisher -	Ride Officer - -	110 – –	61 0	37 3	- ditto - -	77 – –	
William Meaden -	- ditto - - -	110 – –	66 0	36 7	- ditto - -	75 3 4	
John Teasdale -	Division Officer -	150 – –	60 0	37 11	- ditto - -	105 – –	
Thomas Rhodes -	Supervisor - -	230 – –	60 0	40 4	- ditto - -	176 6 6	
John Munro - -	Division Officer -	150 – –	65 0	41 2	- ditto - -	115 – –	
Charles Knowles -	Ride Officer - -	110 – –	62 0	39 9	- ditto - -	80 13 4	
Edward Ind Harris	Supervisor - -	230 – –	59 0	39 11	Ill-health - -	168 13 4	
Thomas Watts -	Division Officer -	150 – –	62 0	38 6	Above 60 - -	107 10 –	
William Charlton -	- ditto - - -	150 – –	65 0	40 7	- ditto - -	112 10 –	
Edward Jones -	- ditto - - -	150 – –	64 0	37 8	- ditto - -	105 – –	
George Rodgement	- ditto - - -	116 – –	51 0	22 9	Ill-health - -	42 16 4	
William Jones -	- ditto - - -	150 – –	50 0	31 1	- ditto - -	77 10 –	
Francis Thornhill -	Collector's Clerk -	199 5 –	55 0	35 6	- ditto - -	116 4 7	
John Ivey - -	Ride Officer - -	110 – –	46 0	26 1	- ditto - -	40 – –	
George Valyer Cross	Division Officer -	150 – –	47 0	26 9	- ditto - -	65 – –	
Eugene M'Donnell -	Messenger - -	86 – –	59 0	24 6	- ditto - -	34 8 –	
Joseph Rogers -	Ride Officer - -	110 – –	61 0	31 11	Above 60 - -	56 16 8	
Edward Mettam -	Division Officer -	135 – –	49 0	29 1	Ill-health - -	65 5 –	
William Mugford -	- ditto - - -	145 – –	60 0	31 3	Above 60 - -	74 18 1	
John Seldon - -	Supervisor - -	230 – –	56 0	30 6	Ill-health - -	115 – –	
Thomas Young -	- ditto - - -	230 – –	57 0	32 1	- ditto - -	122 13 4	
George Glover -	- ditto - - -	230 – –	49 0	26 11	- ditto - -	95 – –	
Daniel Irvine Flattely.	- ditto - - -	250 – –	47 0	27 9	- ditto - -	112 10 –	
Thomas Bolden -	Ride Officer - -	110 – –	57 0	29 2	- ditto - -	53 3 4	
Allan Duncan Stewart.	Division Officer -	150 – –	50 0	29 9	- ditto - -	72 10 –	
John Lewins -	Supervisor - -	230 – –	52 0	31 1	- ditto - -	118 16 8	
Rice Rowland -	Ride Officer - -	110 – –	55 0	31 3	- ditto - -	56 16 8	
Donald Durran -	Division Officer -	120 – –	61 0	30 9	Above 60 - -	60 – –	
Edward Probyn -	Supervisor - -	178 13 8	44 0	19 2	Ill-health - -	56 11 8	
William Geake -	Division Officer -	150 – –	47 0	24 8	- ditto - -	60 – –	
Mary Andrews -	Charwoman - -	30 – –	54 0	24 4	- ditto - -	12 – –	
Jane Stone - -	- ditto - - -	25 – –	46 0	14 4	- ditto - -	5 8 4	
Elizabeth Crone -	- ditto - - -	30 – –	73 0	29 9	Above 60 - -	14 10 –	
John Moreton -	Division Officer -	150 – –	46 0	21 6	Ill-health - -	52 10 –	
Frederick Hamilton Emerson.	Supervisor - -	230 – –	50 0	30 6	- ditto - -	115 – –	
William Brown -	Ride Officer - -	110 – –	48 0	20 11	- ditto - -	36 – –	
Henry Smith -	Supervisor - -	230 – –	57 0	36 0	- ditto - -	138 – –	
Charles Eady -	Ride Officer - -	110 – –	53 0	28 9	- ditto - -	51 6 8	
James Carpenter -	- ditto - - -	110 – –	50 0	24 8	- ditto - -	44 – –	
John Claridge -	- ditto - - -	110 – –	49 0	28 2	- ditto - -	51 6 8	
Stephen Danby -	Division Officer -	150 – –	54 0	30 4	- ditto - -	75 – –	
Samuel Lamble -	- ditto - - -	150 – –	61 0	32 10	Above 60 - -	80 – –	
Charles Munro -	- ditto - - -	150 – –	60 0	35 6	- ditto - -	87 10 –	
Philip Pembridge -	- ditto - - -	150 – –	57 0	27 9	Ill-health - -	72 10 –	
John Viccars - -	- ditto - - -	145 – –	51 0	22 1	- ditto - -	53 3 4	
Mary Ball - -	Book-sewer - -	36 10 –	69 0	33 3	Above 60 - -	20 1 6	
					Carried forward - - - £.	6,228 16 11	151,925 16 2

No. 16.—Inland Revenue, United Kingdom—*continued.*

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs. Mos.	Period of Service. Yrs. Mos.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.	Annual Amount Payable. £. s. d.
Allowances Granted—*continued.*					Brought forward - - -	6,228 16 11	151,925 16 2
James Nicholls -	Messenger - -	100 – –	67 0	28 2	Above 60 - -	46 13 4	
John Tucker - -	Ride Officer - -	110 – –	65 0	36 2	- ditto - -	66 – –	
William Brodie -	Division Officer -	150 – –	53 0	29 2	Ill-health - -	65 – –	
Charles Loftus Hutchings.	Supervisor - -	230 – –	65 0	35 5	Above 60 - -	134 3 4	
Thomas Walton Graham.	Division Officer -	125 – –	39 0	18 9	Ill-health - -	36 – –	
Thomas Knight Drew.	Ride Officer - -	110 – –	47 0	27 11	- ditto - -	49 10 –	
Thomas Robson -	Division Officer -	150 – –	51 0	30 9	- ditto - -	52 – –	
William Harvey -	- ditto - - -	150 – –	36 0	18 0	- ditto - -	45 – –	
James Smith - -	Preventive Man -	86 – –	56 0	33 3	- ditto - -	47 10 6	
Thomas Wilkinson -	Ride Officer - -	110 – –	56 0	33 2	- ditto - -	60 10 –	
Robert Pounce -	Supervisor - -	230 – –	60 0	31 9	Above 60 - -	100 – –	
Thomas Lynch -	Division Officer -	150 – –	53 0	28 6	Ill-health - -	70 – –	
William Patterson -	- ditto - - -	150 – –	52 0	23 2	- ditto - -	57 10 –	
James Huson -	Ride Officer - -	110 – –	51 0	31 3	- ditto - -	56 16 8	
Thomas Oldham -	Division Officer -	150 – –	53 0	32 5	- ditto - -	80 – –	
William Grace -	Ride Officer - -	110 – –	54 0	26 10	- ditto - -	47 13 4	
John Oskham -	Division Officer -	140 – –	49 0	24 2	- ditto - -	56 – –	
William Park -	- ditto - - -	150 – –	61 0	33 0	Above 60 - -	82 10 –	
Aaron Rogers -	Collector's Clerk -	140 – –	34 0	14 10	Ill-health - -	32 13 4	
Joseph Clarke Timms.	Ride Officer - -	110 – –	60 0	33 5	Above 60 - -	60 10 –	
John Dean - -	Supervisor - -	230 – –	55 0	33 5	Ill-health - -	126 10 –	
William Bowhill -	- ditto - - -	245 – –	57 0	30 9	- ditto - -	122 10 –	
Joseph Blair - -	- ditto - - -	230 – –	51 0	30 9	- ditto - -	115 – –	
Edward James Lanyon.	Division Officer -	150 – –	44 0	23 6	- ditto - -	57 10 –	
William Lewis -	Supervisor - -	250 – –	53 0	28 8	- ditto - -	116 13 4	
Mary Mabbett -	Charwoman - -	27 17 3	58 0	14 3	- ditto - -	6 10 –	
Richard Welch -	Collector's Clerk -	140 – –	59 0	33 5	- ditto - -	77 – –	
James Mabbett -	Messenger - -	184 9 5	70 0	30 4	Above 60 - -	92 4 8	
Thomas Phillips -	Ride Officer - -	110 – –	48 0	18 11	Ill-health - -	33 – –	
Edmund Lovell -	- ditto - - -	110 – –	50 0	21 10	- ditto - -	38 10 –	
Henry Scrugham -	Supervisor - -	250 – –	55 0	28 8	- ditto - -	116 13 4	
James Pedlow -	Collector's Clerk -	180 – –	65 0	36 1	Above 60 - -	108 – –	
Ebenezer Owens -	Division Officer -	150 – –	51 0	29 6	Ill-health - -	72 10 –	
Edward Miles -	- ditto - - -	150 – –	50 0	24 10	- ditto - -	60 – –	
William Troup -	- ditto - - -	150 – –	62 0	33 4	Above 60 - -	82 10 –	
John Wier - -	Supervisor - -	225 – –	46 0	21 3	Ill-health - -	78 15 –	
Samuel Dutton -	Division Officer -	150 – –	59 0	36 6	- ditto - -	90 – –	
Thomas Wallis -	- ditto - - -	150 – –	42 0	19 4	- ditto - -	47 10 –	
J. Timm - -	Solicitor - - -	2,000 – –	69 0	40 0	Above 60 - -	1,800 – –	
W. G. Quick -	Surveyor of Taxes -	285 – –	38 11	15 10	Bodily Infirmity	71 5 –	
Samuel Henry Culverwell.	Clerk, Legacy Office	400 – –	63 0	40 2	Above 60 - -	325 – –	
J. Deakin - -	Stamper - - -	100 – –	69 0	33 7	- ditto - -	55 – –	
F. Chapman - -	- ditto - - -	100 – –	61 0	27 0	- ditto - -	45 – –	
G. G. Mitchell -	Assistant Surveyor of Taxes.	115 – –	68 0	23 8	Above 60 - -	59 8 4	
T. R. Sidebotham -	Clerk, Accountant's Office.	550 – –	68 0	50 0	- ditto - -	550 – –	
W. Duncan - -	Surveyor of Taxes -	240 – –	31 2	11 11	Bodily Infirmity	44 – –	
F. Levermore -	Clerk, Accountant's Office.	550 – –	66 0	50 0	Above 60 - -	550 – –	
G. F. Fitzgerald -	Clerk, Legacy Office	400 – –	67 0	50 5	- ditto - -	400 – –	
T. Boorman - -	Surveyor of Taxes -	350 – –	66 0	39 1	- ditto - -	256 13 4	
C. F. Howard -	Clerk, Legacy Office	365 – –	42 3	24 1	Bodily Infirmity	146 – –	
G. Hayward -	Surveyor of Taxes -	390 – –	46 0	24 2	- ditto - -	156 – –	
L. S. Hawkey -	- ditto - - -	250 – –	67 9	23 9	Above 60 - -	95 16 8	
F. Stevens - -	Clerk, Receiver General.	450 – –	56 0	31 5	Bodily Infirmity	232 10 –	
R. Starmer - -	Surveyor of Taxes -	500 – –	66 0	39 4	Abolition of Office	390 – –	
T. Browning - -	Stamper - - -	100 – –	76 0	41 6	Above 60 - -	76 13 4	
							14,169 10 5
						£.	166,095 6 7

No. 16.—Inland Revenue, United Kingdom—*continued.*

	£.	s.	d.
Brought forward - - -	166,095	6	7

Allowances Ceased in the Year 1866:

Name.	Office.	Cause of Cessation.	Annual Amount Ceased.		
			£.	s.	d.
James Quin	Supervisor	Died 1 January 1866	163	–	–
Thomas Dean	Collector	– 6 January –	458	–	–
William Blaxter	Ride Officer	– 7 January –	47	–	–
Jordan Roche	Permit Writer	– 12 January –	82	–	–
George Comrie	Division Officer	– 14 January –	84	–	–
William Tremlett	ditto	– 2 February –	25	–	–
Joseph Westcott	Permit Writer	– 9 February –	40	–	–
Thomas Farmer Summers	Ride Officer	– 12 January –	26	3	4
James Keay	Division Officer	– 10 February –	68	–	–
James Griffith	Surveyor	– 27 January –	84	–	–
William Rice	Supervisor	– 2 January –	119	–	–
John Thom	Division Officer	– 18 January –	64	–	–
John Lakeman	Supervisor	– 21 February –	157	10	–
James Wallace	Division Officer	– 27 February –	96	13	4
Daniel Parsons	Ride Officer	– 27 February –	18	6	8
Alexander Moodie	ditto	– 1 March –	52	–	–
William Wilson	ditto	– 4 March –	63	–	–
Robert Irwin	Supervisor	– 7 March –	140	–	–
David Duncan	Ride Officer	– 11 March –	40	–	–
George Thorne	Supervisor	– 12 March –	120	–	–
William Scott	Division Officer	– 12 March –	60	–	–
John Legg	Clerk	– 20 March –	220	–	–
John Robinson	Division Officer	– 28 March –	83	–	–
Ronald Kemp	Preventive Man	– 28 March –	33	7	4
William Clark	Supervisor	– 11 April –	126	–	–
John Robinson	Division Officer	– 12 April –	78	–	–
Daniel Williams	ditto	– 22 March –	90	–	–
Henry Watson	ditto	– 23 March –	35	–	–
John Wilson	Ride Officer	– 9 April –	52	10	–
Frederick Smart	ditto	– 4 May –	71	–	–
Thomas Souray	ditto	– 5 May –	77	–	–
John Miller	Division Officer	– 6 May –	78	–	–
Archibald Grassie	ditto	– 6 May –	57	–	–
William Wilson	Supervisor	– 10 May –	100	–	–
Thomas Tonkyn	ditto	– 10 May –	100	–	–
William Gudgin	Division Officer	– 15 May –	77	–	–
Robert Edwards	ditto	– 17 May –	55	–	–
James Henderson	Supervisor	– 18 May –	132	–	–
George Collins	Division Officer	– 23 May –	77	12	8
William Watson	ditto	– 25 May –	80	–	–
John Thurlow	Ride Officer	– 28 May –	53	–	–
Daniel M'Donald	Preventive Man	– 5 June –	38	18	10
Reuben Bargery	Division Officer	– 7 June –	57	–	–
John Thomas Dudmesh	Ride Officer	– 11 June –	67	16	8
John Given	ditto	– 26 April –	55	–	–
Matthew Carr	Supervisor	– 7 June –	148	–	–
William Mackridge	Division Officer	– 10 June –	70	–	–
Eugene M'Donnell	Messenger	– 2 August –	34	8	–
Charles Williams	Division Officer	– 28 June –	35	–	–
Thomas Evans	Ride Officer	– 25 April –	78	16	8
John Lewis	Collector	– 17 June –	367	–	–
Frederick Rickards	Division Officer	– 20 June –	62	10	–
Watkin Richards	ditto	– 21 June –	87	10	–
George Crees	Ride Officer	– 23 June –	45	16	8
Bold Bold	Supervisor	– 26 June –	190	–	–
Thomas Heslop	Ride Officer	– 27 June –	75	–	–
Denis Fogarty	Supervisor	– 28 June –	115	–	–
William Jay	Export Officer	– 9 July –	90	–	–
Thomas Metcalfe	Division Officer	– 15 July –	52	10	–
William Ashton	Supervisor	– 21 July –	147	11	8
Thomas Heathcote	ditto	– 24 July –	123	10	–
Donald Grant	Ride Officer	– 26 July –	34	–	–
Thomas Elson	Division Officer	– 6 August –	100	–	–
		Carried forward - - -	5,668	11	10
			166,095	6	7

No. 16.—Inland Revenue, United Kingdom—*continued.*

Name.	Office.	Cause of Cessation.	Annual Amount Ceased.	
Superannuation Allowances Ceased—*continued.*		Brought forward -	£. s. d. 5,668 11 10	£. s. d. 166,095 6 7
Thomas Joliffe	Export Officer	Died 6 August - 1866	75 – –	
William Smedley	Supervisor	– 7 August - –	125 – –	
Thomas Budge	- ditto	– 15 August - –	101 5 –	
George Heward	Ride Officer	– 17 August - –	74 – –	
William Holme	Division Officer	– 18 August - –	91 – –	
William Foster	Collector's Clerk	– 18 August - –	110 10 –	
David Lloyd	Ride Officer	– 20 August - –	80 – –	
Nicholas Towns	Division Officer	– 8 August - –	30 – –	
John Robertson	Supervisor	– 21 August - –	166 13 4	
William Hurst	Ride Officer	– 14 July - –	62 – –	
Joseph Nudd	Division Officer	– 23 September –	30 – –	
Allen Lloyd	- ditto	– 10 July - –	57 – –	
James Allan	Preventive Man	– 23 July - –	12 – –	
William Mentor	Division Officer	– 5 September –	61 – –	
William Gray	- ditto	– 7 September –	62 – –	
William Watson	- ditto	– 18 September –	31 5 –	
David Davies	- ditto	– 18 September –	74 – –	
James O'Grady Hearn	Supervisor	– 23 September –	106 – –	
Isaac Waddington	Division Officer	– 1 October –	74 – –	
John Creswick	Supervisor	– 2 October –	120 – –	
Richard Bates	Division Officer	– 16 October –	56 – –	
Thomas Hield	Supervisor	– 17 October –	144 – –	
Samuel Wells	Division Officer	– 23 October –	62 – –	
Denis T. Murphy	- ditto	– 29 October –	50 – –	
Ronald M'Hardy	- ditto	– 30 October –	70 – –	
Edward Hockin	- ditto	– 5 October –	36 10 –	
James Devereux	Supervisor	– 2 November –	157 10 –	
Robert Drew	Ride Officer	– 6 November –	48 – –	
John Haynes	- ditto	– 9 November –	29 6 8	
Henry Stone	Division Officer	– 11 November –	112 10 –	
John Johnson	Ride Officer	– 12 November –	68 – –	
Edwan Lanyon	Division Officer	– 12 November –	81 – –	
Stephen Alexander Swinton	- ditto	– 5 April - –	74 – –	
James Lakeman	- ditto	– 19 November –	55 – –	
William Halliburton	- ditto	– 21 November –	115 – –	
Malachi Davey	Supervisor	– 26 November –	158 10 –	
John Stamper	- ditto	– 27 November –	130 15 10	
William Lewis	- ditto	– 28 November –	116 13 4	
William Adams	Permit Writer	– 28 November –	48 – –	
Richard Yeomans	Collector	– 3 December –	360 – –	
George Russell	Supervisor	– 7 December –	123 – –	
Lewis M'Lean	- ditto	– 24 December –	107 6 8	
George Walters	Division Officer	– 26 December –	91 – –	
Samuel Stewart	Permit Writer	– 28 December –	35 – –	
George Ponting	Ride Officer	– 1 November –	49 – –	
Morgan Jones	Supervisor	– 20 December –	110 – –	
John Moorshead	Division Officer	– 30 December –	123 – –	
William Williams	- ditto	– 12 November –	74 – –	
Bartholomew Barnard	Supervisor	– 2 January –	110 – –	
Thomas Andrews	Collector's Clerk	– 10 October –	92 – –	
N. T. Watts	Permit Writer	– 13 October –	67 – –	
J. Wortley	Stamper	– 1 January –	50 – –	
R. Kennedy	Surveyor of Taxes	– 10 January –	51 6 8	
J. C. Stevenson	Clerk, Solicitors' Office	– 25 March - –	278 7 6	
J. Mortimer	Stamper	– 31 January –	48 6 8	
J. M. Hubbert	Clerk, Accountant's Office	– 15 February –	360 – –	
Henry Cridland	Surveyor of Taxes	– 7 March - –	280 – –	
John Watts	Clerk, Legacy Office	– 15 May - –	115 – –	
W. Fendick	Surveyor of Taxes	– 1 April - –	273 – –	
E. Haggard	Clerk, Accountant's Office	– 25 March - –	330 6 8	
J. S. Hore	- ditto	– 12 August - –	504 3 4	
Joseph Clark	Receiving Inspector of Taxes	– 6 December –	475 – –	
T. R. Sidebotham	Clerk, Accountant's Office	– 24 November –	550 – –	
				13,480 18 6
		Amount payable on 1st January 1867 - - - - - £.		152,614 8 1

— No. 17. —

POST OFFICE, UNITED KINGDOM.

GREAT BRITAIN.

1.—Compensation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866 - - - - - - - - - - - -	2,126	–	5

Allowances Granted in the Year 1866:

Name.	Office.	Cause of Allowance.	Yearly Allowances Granted. £. s. d.			
Hannah Cape - - -	Widow of a Letter Carrier -	Husband drowned in Service	13	–	8	
Eliza Martha Cape - -	Daughter of a Letter Carrier -	Father drowned in Service -	7	16	–	
Alfred Cape - - -	Son of a Letter Carrier - -	- - ditto - - -	7	16	–	
Elizabeth Edwards - -	Widow of a Letter Carrier -	Husband killed in Service -	13	–	8	
						41 13 4
						2,167 13 9

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount. £. s. d.			
W. Pattison - - -	Marine Mail Guard - -	Died 18 July 1866 - -	12	–	–	
						12 – –
		Amount remaining payable on 31st December 1866 - - - £.				2,155 13 9

2.—Superannuation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866 - - - - - - - - - - - -	52,441	3	9

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Yearly Allowances Granted. £. s. d.			
W. Bokenham -	Controller, Circulation Department.	1,024 – –	62	45	Above 60 years of age -	920	–	–	
O. Nicholson - -	Clerk - -	78 4 3	43	15	Abolition of office -	19	11	–	
P. Nicholson - -	- ditto - -	75 12 1	48	20	- ditto - - -	16	7	7	
H. Smith - -	Sorter - -	114 14 3	52	24	Worn out - - -	45	17	8	
R. Cooper - -	Rural Messenger	31 5 8	72	14	- ditto - - -	7	5	10	
. Mitchell - -	- ditto - -	46 18 6	60	30	Above 60 years of age -	23	9	3	
W. Fewkes - -	Letter Carrier -	52 2 10	66	26	- ditto - - -	22	11	10	
R. Raymond - -	Rural Messenger	41 14 3	48	24	Gout - - - -	16	13	8	
H. E. Beecham -	- ditto - -	39 12 1	60	12	Above 60 years of age -	7	16	5	
W. Keighley - -	- ditto - -	33 17 10	65	21	- ditto - - -	11	17	2	
C. Barroclough -	- ditto - -	39 2 1	61	15	- ditto - - -	9	15	6	
G. Gibbs - -	- ditto - -	36 10 –	61	20	- ditto - - -	12	3	4	
E. Cole - - -	Letter Carrier -	26 1 5	64	35	- ditto - - -	15	4	1	
W. Mitchell - -	Rural Messenger	31 5 8	66	20	- ditto - - -	10	8	6	
F. Allen - -	Letter Carrier -	63 17 5	60	34	- ditto - - -	36	3	10	
T. James - -	Rural Messenger	41 14 3	56	10	Rheumatism - -	6	19	–	
J. Chiswell - -	- ditto - -	36 10 –	70	22	Above 60 years of age -	13	7	8	
W. Geary - -	Letter Carrier -	36 10 –	60	18	- ditto - - -	10	19	–	
G. Bounsall - -	Stamper - -	83 8 6	63	34	- ditto - - -	47	5	5	
G. Soar - - -	Letter Carrier -	41 14 3	74	10	Worn out - - -	6	19	–	
					Carried forward - £.	1,260	15	9	52,441 3 9

No. 17.—Post Office (Great Britain)—*continued.*

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Yearly Allowances Granted. £. s. d.	£. s. d.
Superannuation Allowances Granted—*continued.*					Brought forward -	1,260 15 9	52,441 3 9
T. Scarr - -	Rural Messenger	39 2 1	74	15	Worn out - - -	9 15 6	
F. Sambell - -	Sorter - -	114 14 3	59	32	Failing eyesight - -	61 3 7	
A. Hamilton - -	Letter Carrier -	54 15 –	66	20	Above 60 years of age -	15 – –	
W. Vaughan - -	Rural Messenger	36 10 –	62	26	- ditto - - -	15 16 4	
C. Pike - - -	Mail Guard -	130 – –	53	31	Disease of the brain -	67 3 4	
B. Burton - -	Clerk - -	78 4 3	58	15	Injury to arm - -	19 11 –	
A. Cornwall - -	Surveyor's Clerk	385 – –	42	19	Worn out - - -	121 18 4	
R. Dowdall - -	Inspector of Letter Carriers.	135 – –	69	28	Insanity - - -	63 – –	
T. Gilbert - -	Clerk - -	86 – 8	55	21	Worn out - - -	30 2 2	
J. Harrison - -	- ditto - -	240 – –	38	21	Disease of the lungs -	84 – –	
J. G. Hartley - -	- ditto - -	100 – –	49	23	Cataract - - -	38 6 8	
T. Harris - -	Inspector of Letter Carriers.	195 – –	47	26	Melancholia - -	84 10 –	
J. Hardcastle - -	Sorting Clerk -	80 – –	62	25	Above 60 years of age -	33 6 8	
G. F. Nott - -	Clerk - -	320 – –	43	25	Disease of the liver -	133 6 8	
M. Paddon - -	- ditto - -	450 – –	60	43	Above 60 years of age -	360 – –	
J. Playle - -	Inspector of Letter Carriers.	300 – –	65	44	- ditto - - -	245 – –	
G. Verrier - -	Clerk - -	78 – –	60	26	- ditto - - -	33 17 10	
D. G. Viney - -	- ditto - -	90 – –	38	20	Mental debility - -	30 – –	
E. F. D. Walshe - -	- ditto - -	384 19 11	42	26	Disease of the lungs -	166 16 8	
G. Walker - -	Sorting Clerk -	91 5 –	61	18	Above 60 years of age -	27 7 6	
J. W. Wheatley -	Clerk - -	300 – –	69	50	- ditto - - -	275 – –	
G. H. Wynn - -	Assistant Controller	500 – –	62	40	- ditto - - -	375 – –	
W. Arnott - -	Rural Messenger	36 10 –	62	12	- ditto - - -	7 6 –	
W. Andrews - -	- ditto - -	36 10 –	64	13	- ditto - - -	7 18 2	
J. Aston - -	- ditto - -	36 10 –	59	17	Consumption - -	10 6 10	
J. Ashcroft - -	Letter Carrier -	36 10 –	65	19	Above 60 years of age -	11 11 2	
R. Bennett - -	- ditto - -	78 4 3	47	23	Chronic rheumatism -	29 19 7	
J. Barnes - -	- ditto - -	57 7 1	63	32	Above 60 years of age -	30 11 9	
J. Brazier - -	- ditto - -	65 3 6	41	20	Failing sight - -	21 14 6	
J. Booth - -	Rural Messenger	39 2 1	53	20	Chronic rheumatism -	13 – 8	
G. Bentley - -	- ditto - -	33 17 10	68	11	Above 60 years of age -	6 4 3	
J. Butler - -	- ditto - -	27 7 5	62	22	- ditto - - -	10 – 8	
T. Buttle - -	- ditto - -	41 14 3	60	20	- ditto - - -	13 18 1	
G. Blackwell - -	Letter Carrier -	78 4 3	48	22	Rupture, &c. - -	28 13 6	
H. Beale - -	Rural Messenger	39 2 1	44	22	Rheumatism - -	14 6 9	
J. Bateman - -	- ditto - -	36 10 –	66	21	Above 60 years of age -	12 15 6	
J. Bevan - -	- ditto - -	33 17 10	61	12	- ditto - - -	6 15 6	
W. Biddulph - -	Letter Carrier -	41 14 3	69	13	Worn out - - -	9 – 9	
H. Buckeridge -	Rural Messenger	31 5 8	51	15	- ditto - - -	7 16 5	
J. Ball - - -	Letter Carrier -	31 5 8	53	23	Rheumatism, chronic -	11 19 10	
J. R. Blackall -	Sorter - -	101 11 2	51	33	Defective vision - -	55 17 6	
W. Butler - -	Rural Messenger	31 5 8	51	15	Ulceration of feet -	7 16 5	
A. Bond - -	- ditto - -	26 1 5	74	22	Above 60 years of age -	9 11 2	
T. Basson - -	- ditto - -	36 10 –	65	27	- ditto - - -	16 8 6	
S. Blyth - -	Letter Carrier -	26 1 5	60	20	- ditto - - -	8 13 9	
J. Brown - -	- ditto - -	44 6 5	58	32	Disease of the spine -	23 12 9	
J. Butterfield - -	- ditto - -	36 10 –	64	19	Above 60 years of age -	11 11 2	
R. G. Bailey - -	- ditto - -	65 3 6	36	17	Failing sight - -	18 9 3	
W. Beaumont - -	Rural Messenger	41 14 3	51	30	- ditto - - -	20 17 1	
Isaac Bennett - -	Travelling Sorter	65 3 6	35	11	Consumption - -	11 18 11	
T. Chesher - -	Rural Messenger	39 2 1	65	34	Above 60 years of age -	22 3 2	
J. Crawford - -	Letter Carrier -	41 14 3	65	22	- ditto - - -	15 5 10	
W. Clayton - -	- ditto - -	41 14 3	63	29	- ditto - - -	20 3 2	
E. Capern - -	Rural Messenger	33 17 10	47	15	Varicose veins, &c. -	8 9 5	
P. Chalcraft - -	- ditto - -	33 17 10	58	20	Worn out - - -	11 5 11	
T. C. Curtis - -	Sorter - -	99 1 5	61	35	Above 60 years of age -	57 15 9	
B. Conolly - -	Stamper - -	83 8 6	48	17	Chronic rheumatism -	23 12 8	
G. Craddock - -	Letter Carrier -	23 9 5	62	28	Above 60 years of age -	10 19 –	
J. Crude - -	- ditto - -	52 2 10	60	26	- ditto - - -	22 11 10	
J. Churcher - -	Rural Messenger	43 10 –	63	18	- ditto - - -	13 1 –	
T. Crabb - -	Letter Carrier -	83 8 6	53	29	Worn out - - -	40 6 5	
J. Durrad - -	- ditto - -	58 13 1	66	24	Above 60 years of age -	23 9 2	
J. Dassett - -	Messenger -	99 14 5	64	30	- ditto - - -	49 17 2	
T. Darlous - -	Rural Messenger	26 1 5	71	11	Worn out - - -	4 15 7	
					Carried forward - £.	4,313 10 6	52,441 3 9

No. 17.—Post Office (Great Britain)—*continued.*

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Yearly Allowances Granted. £. s. d.	— £. s. d.
Superannuation Allowances Granted—*continued.*					Brought forward -	4,313 10 6	52,441 3 9
T. Dixon - -	Letter Carrier -	39 2 6	69	22	Above 60 years of age -	14 6 9	
W. Dunkerton -	- ditto - -	78 4 3	57	32	Defective eyesight -	41 14 3	
T. De la Mare -	- ditto - -	31 5 8	64	30	Above 60 years of age -	15 12 10	
J. Dawson - -	Sorter - -	91 5 –	51	23	Defective vision - -	34 19 7	
V. G. Daws - -	- ditto - -	92 2 4	50	30	Deafness - - -	46 1 2	
E. Evans - -	Letter Carrier -	39 2 1	57	11	Rheumatism - -	7 3 4	
C. East - - -	- ditto - -	78 4 3	58	29	Heart disease - -	37 16 –	
W. Eade - -	Rural Messenger	36 10 –	53	21	Chronic rheumatism -	12 15 6	
R. Fairchild - -	- ditto - -	31 5 8	51	18	Disease of the heart -	9 7 8	
A. Forsyth - -	Sorter - -	88 12 10	56	24	Chronic bronchitis -	35 9 1	
J. C. Francis -	Letter Carrier -	36 18 8	56	10	Worn out - - -	6 3 1	
J. Fairclough -	Rural Messenger	31 5 8	66	11	Above 60 years of age -	5 14 8	
J. Ford - - -	- ditto - -	36 10 –	49	22	Worn out - - -	13 7 8	
R. Footner - -	- ditto - -	31 5 8	66	12	Above 60 years of age -	6 5 1	
J. Grave - -	- ditto - -	36 10 –	58	11	General debility - -	6 13 10	
G. Goldspink -	Travelling Sorter	52 2 9	39	23	Chronic rheumatism -	19 19 9	
T. Hills - -	Rural Messenger	35 9 8	33	10	Epilepsy - - -	5 18 3	
T. Higgins - -	- ditto - -	31 5 8	69	10	Worn out - - -	5 4 3	
G. Harknett - -	- ditto - -	36 10 –	42	21	Rupture - - -	12 15 6	
W. Hitchcock -	- ditto - -	28 13 6	66	10	Worn out - - -	4 15 7	
J. J. Hodgson -	Letter Carrier -	41 14 3	61	26	Above 60 years of age -	18 1 6	
J. Hewitt - -	Rural Messenger	36 10 –	59	18	Worn out - - -	10 19 –	
T. D. Hill - -	Letter Carrier -	44 6 5	68	20	Above 60 years of age -	14 15 5	
P. Holahan - -	- ditto - -	78 4 3	56	26	Heart disease - -	33 17 10	
J. Holloway - -	Rural Messenger	36 10 –	62	22	Above 60 years of age -	13 7 8	
W. A. Holl - -	Sorter - -	73 – –	28	10	Disease of the lungs -	12 3 4	
J. Hallowes - -	- ditto - -	130 7 1	55	33	Asthma - - -	71 13 10	
G. Hazelton - -	Overseer - -	127 14 8	54	32	Chronic rheumatism -	68 2 5	
R. Hoye - -	Letter Carrier -	83 8 6	43	27	- ditto - - -	37 10 9	
D. Harrison - -	- ditto - -	77 15 11	41	13	Paralysis - - -	16 17 –	
S. Hone - -	Rural Messenger	36 10 –	60	32	Above 60 years of age -	19 9 4	
J. Jones - -	Letter Carrier -	31 5 8	65	10	- ditto - - -	5 4 3	
W. Johnson - -	Rural Messenger	36 10 –	52	17	Lameness - - -	10 6 10	
W. Kirby - -	- ditto - -	31 5 8	65	20	Above 60 years of age -	10 8 6	
W. King - -	Stamper - -	99 1 5	62	30	- ditto - - -	49 10 8	
J. Lambert - -	Letter Carrier -	52 2 10	51	21	Asthma, &c. - -	18 4 11	
T. Lightfoot - -	- ditto - -	65 3 6	27	10	Injury to spine - -	10 17 3	
T. Lawrence - -	- ditto - -	78 4 3	63	35	Above 60 years of age -	45 12 5	
W. Lippard - -	- ditto - -	83 8 6	55	25	Rupture - - - -	34 15 2	
G. Liddiard - -	Rural Messenger	39 2 1	62	19	Above 60 years of age -	12 7 7	
N. Lownds - -	Sorter - -	117 6 5	51	30	General debility - -	58 13 2	
J. Lewis - -	Rural Messenger	36 10 –	50	10	Hæmoptysis - -	6 1 8	
R. Lewis - -	Letter Carrier -	33 17 10	48	13	Rheumatic gout - -	7 6 10	
P. Lumley - -	Rural Messenger	36 10 –	68	11	Above 60 years of age -	6 13 10	
W. Moss - -	- ditto - -	36 10 –	65	17	- ditto - - -	10 6 10	
T. Morris - -	- ditto - -	36 10 –	46	20	Blindness - - -	12 3 4	
J. Mills - -	Letter Carrier -	52 2 10	50	22	Lameness - - -	18 10 –	
J. Melhuish - -	Rural Messenger	36 10 –	56	11	Worn out - - -	6 13 10	
J. Moffat - -	Sorter - -	105 5 5	42	20	General debility - -	33 8 5	
R. Mizen - -	Rural Messenger	36 10 –	62	24	Above 60 years of age -	14 12 –	
R. Mercer - -	Letter Carrier -	41 14 3	44	22	Worn out - - -	15 5 10	
J. Measures - -	Rural Messenger	36 10 –	50	10	Lameness - - -	6 1 8	
R. Mears - -	- ditto - -	37 16 –	57	31	Chronic rheumatism -	19 10 7	
J. Mills - -	Messenger -	86 – 8	39	15	Nervous debility -	21 10 2	
J. B. Mansfield -	Rural Messenger	31 5 8	65	20	Above 60 years of age -	10 8 6	
J. March - -	Letter Carrier -	36 10 –	72	11	Worn out - - -	6 13 10	
J. Moore - -	Rural Messenger	33 17 10	59	19	- ditto - - -	10 14 7	
W. Nicholson -	- ditto - -	41 14 4	45	21	Disease of the brain -	14 11 11	
W. Newberry -	Letter Carrier -	52 2 10	65	24	Above 60 years of age -	20 17 1	
J. Nixon - -	Rural Messenger	36 10 –	53	15	Spitting of blood -	9 2 6	
T. Powell - -	- ditto - -	36 10 –	67	20	Above 60 years of age -	12 3 4	
J. Puttick - -	Sorter - -	130 7 1	55	33	Failing sight - -	71 13 10	
					Carried forward - £.	5,563 3 9	52,441 3 9

No. 17.—Post Office (Great Britain)—*continued.*

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.	£. s. d.
Superannuation Allowances Granted—*continued.*					Brought forward -	5,563 3 9	52,441 3 9
G. Platts - -	Letter Carrier -	31 5 8	59	16	Worn out - - -	8 6 10	
J. Pearson - -	- ditto - -	52 2 10	43	13	- ditto - - -	11 5 11	
S. Palmer - -	- ditto - -	26 1 5	76	23	Above 60 years of age -	9 19 10	
J. Porter - -	- ditto - -	78 4 3	55	26	Congestion of the lungs	33 17 10	
G. Pinckney - -	- ditto - -	78 4 3	56	32	Deafness, &c. - -	41 14 3	
J. Pye - - -	Rural Messenger	46 18 6	61	35	Above 60 years of age -	27 7 5	
W. Peck - -	Letter Carrier -	26 1 5	65	19	- ditto - - -	8 5 1	
J. Porter - -	Rural Messenger	28 13 6	45	11	Chronic bronchitis -	5 5 1	
T. Ridout - -	Letter Carrier -	65 3 6	40	12	Worn out - - -	12 10 –	
F. Rudd - -	- ditto - -	52 2 10	61	25	Above 60 years of age -	21 14 6	
J. Rowland - -	Rural Messenger	33 17 10	62	15	- ditto - - -	8 9 5	
B. Ram - -	- ditto - -	26 1 5	72	10	Worn out - - -	4 6 10	
D. Rushworth - -	Letter Carrier -	65 3 6	61	21	Above 60 years of age -	22 16 2	
W. Roberts - -	Rural Messenger	33 17 10	50	17	Disease of the heart -	9 12 –	
J. Rose - -	- ditto - -	33 17 10	66	18	Above 60 years of age -	10 3 4	
J. Shepherd - -	- ditto - -	36 10 –	55	12	Permanently maimed -	7 6 –	
W. Secker - -	- ditto - -	36 10 –	60	16	Above 60 years of age -	9 14 8	
Luff Stocker - -	Letter Carrier -	52 2 10	60	11	- ditto - - -	9 11 2	
T. Simmons - -	Rural Messenger	36 10 –	37	19	Disease of great toe -	11 11 2	
H. Smith - -	Overseer - -	135 11 1	51	26	Nervous debility - -	58 14 10	
C. Selleck - -	Rural Messenger	27 7 5	60	24	Above 60 years of age -	10 18 10	
J. Spencer - -	- ditto - -	36 10 –	59	13	Chronic rheumatism -	7 18 2	
C. Stevens - -	Sorter - -	99 – –	61	31	Above 60 years of age -	51 11 –	
J. G. Samwell - -	- ditto - -	97 2 3	58	28	Phthisis - - -	45 12 4	
R. Simes - -	Rural Messenger	36 10 –	60	38	Above 60 years of age -	23 2 4	
F. Stratton - -	- ditto - -	33 17 10	52	32	Worn out - - -	18 1 6	
T. Slatter - -	Letter Carrier -	52 2 10	59	29	Bad feet - - -	25 4 –	
R. Scales - -	Sorter - -	117 6 5	52	32	Worn out - - -	62 11 5	
E. Slatter - -	Rural Messenger	36 10 –	67	18	Above 60 years of age -	10 19 –	
E. Troughton - -	- ditto - -	33 17 10	49	15	Disease of the heart -	8 9 5	
J. Twine - -	- ditto - -	36 10 –	38	11	Rheumatic gout - -	6 13 10	
M. Thompson - -	- ditto - -	36 12 8	66	12	Above 60 years of age -	7 6 6	
J. Webber - -	- ditto - -	33 17 10	70	12	- ditto - - -	6 15 6	
J. Wells - -	- ditto - -	36 10 –	71	12	Worn out - - -	7 6 –	
S. Watling - -	Letter Carrier -	45 12 5	62	15	Above 60 years of age -	11 8 1	
F. Wardell - -	Rural Messenger	36 10 –	40	17	Fall from horse - -	10 6 10	
W. West - -	- ditto - -	31 5 8	63	22	Above 60 years of age -	11 9 4	
J. Warren - -	Letter Carrier -	36 10 –	54	18	Disease of the heart -	10 19 –	
T. Whalley - -	Rural Messenger	36 10 –	49	11	Worn out - - -	6 13 10	
J. Young - -	- ditto - -	31 5 8	41	10	Blindness - - -	5 4 3	
G. Quelch - -	Letter Carrier -	52 2 10	70	31	Above 60 years of age -	26 18 9	
J. C. T. P. Yeo -	Sorter - -	99 1 5	56	31	Rupture - - -	51 3 8	
G. Armstrong -	Mail Guard -	130 – –	61	29	Above 60 years of age -	62 16 8	
S. Bennett - -	- ditto - -	130 – –	57	30	Impaired vision - -	65 – –	
J. Mottershead -	- ditto - -	130 – –	61	37	Above 60 years of age -	80 3 4	
W. D. M'Intyre -	- ditto - -	130 – –	56	39	Worn out - - -	84 10 –	
J. Pope - -	- ditto - -	130 – –	74	46	Above 60 years of age -	86 13 4	
T. Richards - -	- ditto - -	130 – –	68	38	- ditto - - -	82 6 8	
J. Cobby - -	Postmaster of Emsworth.	61 8 5	81	31	Worn out - - -	31 14 7	
Marian Dakin -	Postmistress of Knutsford.	107 – –	54	34	- ditto - - -	60 12 8	
Helen Greenhalgh -	Postmistress of St. Helen's.	147 – –	62	46	- ditto - - -	98 – –	
Ann Keene - -	Postmistress of Alresford.	51 13 –	66	23	- ditto - - -	19 16 –	
J. Ker - - -	Postmaster of Newport, Monmouthshire.	561 2 2	45	29	- ditto - - -	271 4 1	
J. Lowe - -	Postmaster of Dawlish.	55 – –	75	52	Above 60 years of age -	36 13 4	
Martha Partridge -	Postmistress of Tipton.	81 13 –	76	41	- ditto - - -	54 8 8	
Charlotte A. Pritchard	Postmistress of Milford Haven.	61 – –	72	21	Worn out - - -	21 7 –	
					Carried forward - £.	7,377 16 –	52,441 3 9

No. 17.—Post Office (Great Britain)—*continued.*

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.	— £. s. d.
Superannuation Allowances Granted—*continued.*					Brought forward -	7,377 16 –	52,441 3 9
F. Shute - -	Postmaster of Crediton.	67 – –	80	28	Above 60 years of age -	31 3 4	
F. Turner - -	Postmaster of Saffron Walden.	77 9 –	61	27	- ditto - - -	34 17 –	
Elizabeth Taylor -	Sub-Postmistress of Redditch.	78 – –	74	37	Worn out - - -	48 2 –	
Mary Whittington -	Postmistress of Neath.	108 6 –	52	16	General debility - -	28 17 7	
SCOTLAND:							
G. Mackenzie -	Rural Messenger	31 5 8	62	12	Above 60 years of age -	6 15 6	
A. M'Phail - -	Letter Carrier -	40 8 2	64	31	- ditto - - -	21 11 –	
J. M'Arthur - -	- ditto - -	65 3 4	56	17	Infirmity - - -	19 11 –	
J. Mitchell - -	Rural Messenger	26 1 5	83	19	Above 60 years of age -	8 5 1	
D. Weir - -	Mail Guard -	130 – –	68	34	Indisposition - -	71 10 –	
A. Brownlie - -	Letter Carrier -	71 7 10	34	12	Infirmity - - -	14 5 6	
J. Pendridge -	Messenger -	61 5 –	36	10	Disease of nervous system	10 12 10	
W. Walker - -	Letter Carrier -	65 3 4	53	27	Infirmity - - -	29 6 6	
A. Cameron - -	Rural Messenger	26 1 5	71	14	Paralysis - - -	4 15 11	
J. Boyd - -	Mail Messenger	54 14 8	63	28	Above 60 years of age -	25 11 –	
A. Temple - -	Rural Messenger	31 5 8	63	11	Infirmity - - -	5 14 8	
A. M'Millan - -	Letter Carrier -	23 9 3	68	28	Old age - - -	6 12 11	
T. Mitchell - -	Rural Messenger	27 7 6	50	25	Infirmity - - -	10 18 6	
W. Highgate -	Letter Carrier -	31 5 8	64	18	Paralysis - - -	9 7 8	
R. M'Kay - -	Rural Messenger	20 17 –	73	21	Above 60 years of age -	6 16 5	
J. Reid - -	Letter Carrier -	33 – 5	45	27	Ill health - - -	14 12 6	
J. M'Condach -	Rural Messenger	26 1 5	64	24	Above 60 years of age -	10 8 6	
A. Vass - -	Letter Carrier -	41 14 3	41	18	Nervous debility - -	12 10 3	
D. Carmichael -	Rural Messenger	31 5 8	61	19	Age and infirmity -	10 8 6	
A. Edward - -	- ditto - -	27 7 6	67	12	- ditto - - -	5 9 5	
J. Topping - -	Letter Carrier -	56 – 8	29	10	Unfit for duty - -	10 5 6	
							7,836 5 1

Allowances Ceased within the Year:

Names.	Office.	Cause of Cessation.	Annual Amount. £. s. d.	
*B. Sims - - -	Letter Carrier - - -	Died 28 October - 1865	28 10 –	
*P. Sweeney - - -	- ditto - - - - -	– 17 October - –	11 18 11	
*H. Saxby - - -	- ditto - - - - -	– 11 December - –	37 16 –	
*R. Cape - - -	- ditto - - - - -	– 27 December - –	31 10 –	
W. Fowler - - -	- ditto - - - - -	– 10 January - 1866	16 3 3	
G. Hookway - - -	- ditto - - - - -	– 13 January - –	40 3 2	
T. Brookfield - - -	- ditto - - - - -	– 21 January - –	11 9 4	
E. Ward - - -	Rural Messenger - - -	– 23 January - –	9 12 –	
J. Armstrong - - -	Letter Carrier - - -	– 27 January - –	27 7 4	
J. Baxter - - -	Rural Messenger - - -	– 4 January - –	8 5 1	
T. Bousfield - - -	Postmaster of Lincoln - -	– 21 February - –	63 6 1	
C. Bunn - - -	Rural Messenger - - -	– 22 February - –	8 10 4	
N. Rowe - - -	Mail Guard - - - -	– 19 February - –	73 13 4	
R. Tilburn - - -	Rural Messenger - - -	– 1 March - –	12 3 4	
R. Bickerton - - -	Letter Carrier - - -	– 22 February - –	72 10 8	
W. Bishop - - -	Rural Messenger - - -	– 11 February - –	6 1 8	
R. Broughton - - -	Letter Carrier - - -	– 20 March - –	10 17 3	
C. Rideout - - -	Surveyor - - - -	– 26 March - –	641 13 4	
A. P. Grange - - -	Clerk - - - - -	– 16 April - –	75 – –	
W. W. Fenn - - -	Rural Messenger - - -	– 17 April - –	8 10 4	
		Carried forward - - - £.	1,195 1 5	60,277 8 10

* The death of these Pensioners was not known when the return for the year 1865 was prepared.

No. 17.—Post Office (Great Britain)—*continued.*

Names.	Office.	Cause of Cessation.	Annual Amount. £. s. d.	£. s. d.
Allowances Ceased within the Year—*continued.*		Brought forward	1,195 1 5	60,277 8 10
J. Bowler	Mail Guard	Died 17 January 1866	20 16 –	
J. Sharp	Letter Carrier	– 3 May	42 – –	
J. Tyers	- ditto -	– 5 May	15 12 10	
R. Maddern	Packet Service	– 1 March	25 – –	
Mary Ann Legge	Clerk	– 28 April	26 13 4	
J. Williamson	Rural Messenger	– 13 February	13 19 10	
W. Tipping	Letter Carrier	– 2 January	31 10 –	
J. Bates	Rural Messenger	– 4 January	11 11 2	
T. Worley	- ditto -	– 25 May	18 5 –	
H. Smith	Sorter	– 24 June	45 17 8	
W. Peckham	Letter Carrier	– 20 June	40 – –	
J. Thompson	Rural Messenger	– 23 July	8 6 10	
J. Davies	Postmaster of Swansea	– 3 August	172 2 –	
J. Simmons	Clerk	– 11 September	47 2 6	
W. Attwater	Sorter	– 26 September	66 – –	
W. Dearmer	Letter Carrier	– 30 September	43 – –	
A. Bellman	Packet Service	– 19 May	10 – –	
B. Barton	Clerk	– 24 October	19 11 –	
H. Williams	Packet Service	– 3 July	15 – –	
E. Dominey	Rural Messenger	– 1 October	6 1 8	
D. Traynor	Packet Service	– 12 July	15 – –	
W. Allman	Letter Carrier	– 12 November	50 – –	
Charlotte A. Pritchard	Postmistress of Milford Haven	– 29 November	21 7 –	
T. Condon	Stamper	– 30 December	20 12 8	
J. Bennett	Travelling Sorter	– 22 December	11 18 11	
W. O. Giles	Clerk	– 23 January	11 13 4	
J. Moule	ditto	– 4 May	108 10 –	
G. Walker	Sorting Clerk	– 5 July	27 7 6	
J. Maidlow	Sorter	– 17 August	40 1 2	
T. Killick	Engineer's Labourer	– 12 September	18 4 11	
R. Dowdall	Inspector of Letter Carriers	– 1 October	63 – –	
R. K. Newman	Clerk	– 26 October	294 – –	
J. Wood	Mail Guard	– 16 October	73 10 –	
J. Williams	Sorter	– 30 November	34 19 5	
J. Duck	Stamper	– 30 December	45 9 2	
G. Barrett	Mail Guard	– 9 March	60 13 4	
T. Dyer	Stamper	– 4 March	9 11 2	
J. Crawford	Letter Carrier	– 21 March	15 5 10	
T. Carter	Rural Messenger	– 15 March	10 6 10	
J. Caswell	Letter Carrier	– 15 March	48 13 3	
W. Brown	- ditto -	– 2 April	26 1 5	
J. Crawshaw	Rural Messenger	– 14 April	13 – 8	
J. M'Gregor	Letter Carrier	– 26 April	12 13 4	
T. J. Meredith	Rural Messenger	– 6 April	10 17 2	
W. Freeman	Letter Carrier	– 13 May	16 7 7	
G. Budd	Sorter	– 14 May	63 1 10	
Mary Pearson	Letter Carrier	– 9 May	10 17 3	
J. J. Hodgson	- ditto -	– 5 June	18 1 6	
H. Albury	Rural Messenger	– 9 June	9 2 6	
S. Workman	Letter Carrier	– 18 March	20 17 –	
R. Pettett	Rural Messenger	– 16 June	8 – –	
J. Lee	Letter Carrier	– 29 June	13 7 7	
E. G. Fox	Rural Messenger	– 9 July	9 2 6	
C. Quelch	Letter Carrier	– 30 July	13 18 –	
G. Doel	Rural Messenger	– 2 August	10 19 –	
S. Packwood	Letter Carrier	– 2 August	24 6 7	
G. R. Taylor	Sorter	– 13 June	27 11 10	
E. Dillon	Letter Carrier	– 29 July	28 19 7	
W. Smith	- ditto -	– 8 August	42 16 10	
W. Ansell	Rural Messenger	– 22 August	21 18 –	
J. Dell	Messenger	– 27 September	52 10 –	
T. Iliffe	Mail Guard	– 3 October	31 4 –	
		Carried forward £.	3,329 9 11	60,277 8 10

No. 17.—Post Office (Great Britain)—*continued.*

Name.	Office.	Cause of Cessation.	Annual Amount.	
			£. s. d.	£. s. d.
Allowances Ceased within the Year—*continued.*		Brought forward - -	3,339 9 11	60,277 8 10
E. Williams - - -	Letter Carrier - - -	Died 17 October - - 1866	5 9 5	
E. Griffin - - -	- ditto - - - - -	– 14 October - - –	31 5 8	
R. Hellyer - - -	Rural Messenger - -	– 23 October - - –	17 14 6	
D. Rushworth - - -	Letter Carrier - - -	– 25 October - - –	22 16 2	
W. West - - - -	Rural Messenger - -	– 13 September - –	11 9 4	
W. Thurgood - - -	- ditto - - - - -	– 31 August - - –	8 18 –	
H. H. Hamley - -	Letter Carrier - - -	– 8 September - –	15 4 1	
H. Johnson - - -	Rural Messenger - -	– 8 July - - –	15 16 4	
D. Sanderson - - -	- ditto - - - - -	– 12 November - –	9 – –	
J. Holland - - -	Letter Carrier - - -	– 10 December - –	20 – –	
SCOTLAND:				
J. M'Vitie - - -	Mail Guard - - -	Died 10 March - - 1866	20 16 –	
P. Finegan - - -	Rural Messenger - -	– 8 September - –	7 16 5	
J. Kincaid - - -	- ditto - - - - -	– 16 July - - –	4 15 7	
W. Symington - - -	Letter Carrier - - -	– 14 March - - –	10 13 3	
J. Reid - - - -	Rural Messenger - -	– 12 July - - –	5 4 3	
J. Loney - - -	- ditto - - - - -	– 11 January - - –	8 6 10	
G. Lawrence - - -	- ditto - - - - -	– 11 December - –	5 12 11	
W. Allan - - -	- ditto - - - - -	– 29 January - - –	9 – 9	
W. M. Lander - -	Letter Carrier - - -	– 18 June - - –	9 2 6	
W. Highgate - - -	- ditto - - -	– 14 October - - –	9 7 8	
				3,587 19 7
		Amount remaining payable on 31st December 1866 - - - £.		56,689 9 3

IRELAND.

1.—Compensation Allowances:

	£. s. d.
Amount which remained payable on 1st January 1866 - - - - - - - - - - - -	1,325 6 3
Allowances granted in the year 1866 - - - - - - - - - - - - - -	- nil.

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.	
			£. s. d.	
J. Drought - - -	Surveyor - - - -	Died 19th January 1866 - -	250 – –	
				250 – –
		Amount remaining payable on 31st December 1866 - - - £.		1,075 6 3

No. 17.—Post Office (Ireland)—*continued.*

2.—Superannuation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	7,363	3	3

Allowances Granted in the Year:

Name.	Office.	Salary on Retirement. £.	s.	d.	Age on Retirement. Yrs.	Period of Service. Yrs.	Cause of Retirement.	Yearly Allowances Granted. £.	s.	d.
John Millar	Postmaster	61	15	–	82	30	Old age	30	7	3
Hugh Conn	Provincial Letter Carrier.	27	7	6	50	25	Infirmity of body	11	8	1
Peter Dunn	Rural Post Messenger	20	17	1	62	33	Bodily infirmity	11	9	4
Michael Hussey	ditto	28	13	7	51	20	Ill health	9	1	7
Patrick Cane	Postmaster	52	14	6	76	48	Resigned, old age	38	12	8
Peter Cooney	Clerk, General Post Office.	300	–	–	44	24	Chronic cerebral disease.	120	–	–
James Magargan	Provincial Letter Carrier.	28	13	7	58	26	Pulmonary delicacy and habitual asthma.	10	3	4
Patrick M'Namara	Postmaster	308	1	–	64	36	Over 60 years of age, at his own request.	183	12	–
John Carobine	Provincial Letter Carrier.	23	9	3	52	32	Failing sight	12	10	4
William Watson	Stamper, Gen. P. O.: Wages	85	3	4	67	40	Over 60 years, infirmity of body.	71	18	10
	Allowance for early attendance.	10	15	1						
William Hussin	Rural Post Messenger	23	9	3	30	10	Rheumatic fever	3	18	2
Patrick Power	Mail Guard	77	–	–	32	8	Lunacy	12	16	8
R. Connellan	Provincial Letter Carrier.	41	14	3	48	20	Ill health	13	18	1
John Mayne	Rural Post Messenger	26	1	5	54	16	Rheumatism, heart palpitation, and hemorrhoids.	6	19	–
John Daly	Provincial Letter Carrier.	26	1	5	71	50*	Loss of sight	5	12	11
John Doody	Rural Post Messenger	26	1	5	65	19	Ill health	8	5	1

	£.	s.	d.
	550	13	4
£.	7,913	16	7

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount. £.	s.	d.
George M'Kenna	Rural Post Messenger	Died November 1864	8	2	2
William Shortley	Mail Guard	– 20 January 1866	28	12	–
Charles Collins	Clerk	– 6 February –	69	–	11
Sarah Skeffington	Rural Post Messenger	– 12 March –	7	16	–
Nicholas Gaffney	Railway Messenger	– 17 March –	4	6	10
Henry Graham	Sorter, General Post Office	– 19 May –	45	14	5
Michael Dowling	Provincial Letter Carrier	– 4 June –	6	13	4
Patrick Cane	Postmaster	– 11 September –	38	12	8
John M'Kenna	Mail Guard	– 2 December –	86	13	4
George Blaney	Rural Post Messenger	– 18 December –	8	6	10
			303	18	6
Amount remaining payable on 31st December 1866		£.	7,609	18	1

* Sub-Postmaster, 35; Letter Carrier, 15.

ABSTRACT.

	Compensations. 1 Jan. 1866. £.	s.	d.	Compensations. 31 Dec. 1866. £.	s.	d.	Superannuations. 1 Jan. 1866. £.	s.	d.	Superannuations. 31 Dec. 1866. £.	s.	d.
England	2,126	–	5	2,155	13	9	52,441	3	9	56,689	9	3
Ireland	1,325	6	3	1,075	6	3	7,363	3	3	7,609	18	1
£.	3,451	6	8	3,231	–	–	59,804	7	–	64,299	7	4

— No. 18. —

MINT.

1.—Compensation Allowances:

	£. s. d.
Amount payable on 1st January 1866	3,202 12 –
Allowances granted in the year	nil.

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Brande, W. T.	Superintendent, Coining Department.	Died 11 February 1866	200 – –	200 – –
Amount remaining payable on 31st December 1866			£.	3,002 12 –

2.—Superannuation Allowances:

	£. s. d.
Amount payable on 1st January 1866	837 13 3
Allowances granted in the year	nil.

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Lloyd, William	Workman	Died 27 February 1866	40 15 5	40 15 5
Amount remaining payable on 31st December 1866			£.	796 17 10

— No. 19. —

AUDIT OFFICE.

1.—Compensation Allowances:

	£. s. d.
Amount payable on 1st January 1866	646 – –
Allowances granted this year	nil.

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Langsdorff, Baron	Foreign Translator	Died 8 November 1866	100 – –	100 – –
Amount remaining payable on 31st December 1866			£.	546 – –

No. 19.—Audit Office—*continued.*

2.—Superannuation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	8,890	2	9

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.			
		Yrs. Mos.	Yrs. Mos.	£. s. d.		£. s. d.			
Bishop, J. D.	Inspector	66 11	51 4	700 – –	Old age	700 – –			
Davis, A.	Junior Examiner	39 1	21 8	260 – –	Ill health	91 – –			
Smith, H.	Inspector	66 0	53 2	700 – –	Age	700 – –			
Stow, William	Senior Examiner	67 11	50 0	500 – –	Age	500 – –			
							1,991	–	–
							10,791	2	9

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.					
			£.	s.	d.			
Bagster, George	Inspector	Died 24 August 1866	700	–	–			
Engelbach, J. R.	Senior Examiner	Died 18 September 1866	210	–	–			
Tompkins, Charles	ditto	Died 8 January 1866	335	–	–			
Whiting, George	ditto	Died 8 July 1866	458	6	8			
						1,703	6	8
	Amount remaining payable on 31st December 1866				£.	9,087	16	1

— No. 20. —

NATIONAL DEBT OFFICE.

1.—Compensation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	147	–	–
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866	147	–	–

2. Superannuation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	2,007	16	8
Allowances granted in the year	nil.		

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.					
			£.	s.	d.			
Cuthbert, G. W.	Senior Examiner	Died 30 January 1865	540	–	–			
						540	–	–
	Amount remaining due on 31st December 1866				£.	1,467	16	8

— No. 21. —

EXCHEQUER.

1.—Compensation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	850	–	–
Allowances granted in the year	-	nil.	
Allowances ceased in the year	-	nil.	
Amount remaining payable on 31st December 1866 £.	850	–	–
2.—Superannuation Allowances	-	nil.	

— No. 22. —

OFFICE OF WOODS, &c.

1.—Compensation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	2,421	8	–

Allowance Granted in the Year 1866:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.			
		£.				£.	s.	d.	
Christian Maynard -	Widow of a Deer-keeper, Windsor Great Park.	–	–	–	–	50	–	–	
									50 – –
									2,471 8 –

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.			
			£.	s.	d.	
John Laver - - -	Keeper, Hainault Forest -	Death - - - -	66	–	–	
William Poole - - -	Keeper, Wychwood Forest -	Death - - - -	47	–	–	
						113 – –
Amount remaining payable on 31st December 1866 - - - £.						2,358 8 –

2.—Superannuation Allowances:

Amount which remained payable on 1st January 1866			3,708 8 9

Allowance Granted in the Year 1866:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.			
		£.				£.	s.	d.	
Richard Rotton -	Principal Clerk -	800	67	50	Age and infirmity.	800	–	–	
									800 – –
									4,508 8 9

Allowance Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.			
			£.	s.	d.	
R. Poynter - - -	Labourer, Windsor Great Park.	Death - - - -	15	–	–	
J. Shenton - - -	Labourer, Delamere Woods	Death - - - -	13	–	–	
						28 – –
Amount remaining payable on 31st December 1866 - - - £.						4,480 8 9

— No. 23. —

OFFICE OF WORKS, &c.

1.—Compensation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	1,500	4	–

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
		Years.	Years.	£. s. d.		£. s. d.	
Heathorn, D.	Foreman, Kew Gardens.	53	8	38s. per week	Abolition	18 2 5	
Williamson, A.	Curator, Kew Gardens	46	23	176 6 8	Ditto	97 19 7	
							116 2 –
							1,616 6 –
Allowances ceased in the year							nil.
Amount remaining payable on 31st December 1866					£.		1,616 6 –

2.—Superannuation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866	2,337	4	11

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
		Yrs. Mo.	Yrs. Mo.	£. s. d.		£. s. d.	
Gregory, Benj.	Labourer, Kew, &c.	75 0	32 9	147 – –	Age and infirmity	78 8 –	
Hawkins, James	Gatekeeper, Regent's Park.	66 0	42 3	83 19 10	Infirmity	65 16 7	
Massie, H.	Foreman of Labourers	42 0	13 9	115 – 3	Ill health	24 18 4	
Phipps, J.	Assistant Surveyor	71 3	47 2	800 – –	Age	730 – –	
Williams, Wm.	Assistant Constable, KensingtonGardens.	73 0	14 3	55 18 –	Age and infirmity	10 – –	
Hoare, Wm.	Labourer, Kew	Transferred from Vote for Royal Parks				15 – –	
White, J.	Labourer, Hampton Court.	Ditto			ditto	15 – –	
Martin, J.	Labourer, Kew	Ditto			ditto	12 – –	
Lucas, Flora	Keeper's daughter, Richmond.	Ditto			ditto	20 – –	
Putt, Thomas	Constable, Kensington Gardens.	55 0	15 6	63 8 6	Ill health	15 17 1	
Thirkettle, V.	Warder, Hampton Court.	76 0	26 2	70 10 6	Age	30 11 5	
Liddiard, G.	Gatekeeper, Regent's Park.	68 4	13 10	73 6 1	Age	15 17 8	
Mobbs, D.	Inspector of Constables, Victoria Park.	69 0	21 9	85 4 2	Age and infirmity	29 16 –	
Trayte, Benjamin	Gatekeeper, Regent's Park.	66 0	25 2	54 12 –	Ditto	30 6 8	
Jones, John	Assistant Constable, St. James's Park.	67 0	28 9	56 4 –	Compassionate Allowance.	24 – –	
Neate, James	Constable, St. James's Park.	74 0	20 1	61 3 10	Age and infirmity	14 18 10	
Webster, S.	Ditto ditto	67 0	19 9	61 3 10	Ditto	19 7 4	
Hogg, Peter	Clerk of Works, Buckingham Palace.	66 0	34 8	233 6 8	Ditto	151 13 3	
							1,303 11 2
							3,640 16 1

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Lewis, Evan	Labourer on Roads	Died 22 October 1866	15 – –	
Sharp, William	Turncock, Somerset House	Died 19 April 1865	28 – –	
				43 – –
Amount remaining payable on 31st December 1866			£.	3,597 16 1

— No. 24. —

STATIONERY OFFICE.

	£. s. d.
1.—Compensation Allowances - - - - - - - - - - - - - - -	- nil.
2.—Superannuation Allowances:	
Amount payable on 1st January 1866 - - - - - - - - - - - - - -	1,228 13 4

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
			Yrs. Mos.	£. s. d.		£. s. d.	
Croysdell, Wm. -	Assistant professional Examiner of Binding.	42	12 2	280 – –	Ill health -	56 – –	
							56 – –
							1,284 13 4
Allowances ceased in the year - - - - - - - - - - - - - - -							- nil.
Amount remaining payable on 31st December 1866 - - - £.							1,284 13 4

— No. 25. —

GENERAL REGISTER OFFICE.

	£. s. d.
1.—Compensation Allowances:	
Amount payable on 1st January 1866 - - - - - - - - - - - - - -	- nil.

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
			Yrs. Mos.	£. s. d.		£. s. d.	
Edwards, W. R. -	Indexer -	53	22 11	183 – –	Abolition -	97 12 –	
Hemming, Thomas -	Ditto -	70	22 11	166 – –	Ditto -	88 11 4	
Pearce, P. S. - -	Ditto -	54	22 11	195 – –	Ditto -	104 – –	
Wallington, W. B. -	Ditto -	53	22 11	186 – –	Ditto -	99 4 –	
Amount remaining payable on 31st December 1866 - - - £.							389 7 4
2.—Superannuation Allowances:							
Amount payable on 1st January 1866 - - - - - - - - - - - - - -							577 11 8
Allowances granted in the year - - - - - - - - - - - - - - -							- nil.
Allowances ceased in the year - - - - - - - - - - - - - - -							- nil.
Amount remaining payable on 31st December 1866 - - - £.							577 11 8

— No. 26. —

POOR LAW BOARD (ENGLAND).

	£. s. d.
1.—Compensation Allowances - - - - - - - - - - - - - - -	- nil.
2.—Superannuation Allowances:	
Amount payable on 1st January 1866 - - - - - - - - - - - - - -	381 6 4
Allowances granted in the year - - - - - - - - - - - - - - -	- nil.
Allowances ceased in the year - - - - - - - - - - - - - - -	- nil.
Amount remaining payable on 31st December 1866 - - - £.	381 6 4

— No. 27. —

POOR LAW BOARD (IRELAND).

	£.	s.	d.
1.—Compensation Allowances:			
Amount which remained payable on 1st January 1866	3,389	2	1
Allowances granted in the year	-	nil.	
Allowances ceased in the year	-	nil.	
Amount remaining payable on 31st December 1866 £.	3,389	2	1
2.—Superannuation Allowances:			
Amount which remained payable on 1st January 1866	611	13	4

Allowances Granted in the year:

Name.	Office.	Salary on Retirement. £. s. d.	Age on Retirement.	Period of Service. Yrs. Mo.	Cause of Retirement.	Yearly Allowance Granted. £. s. d.	
Purcell, J. F.	Medical Inspector	600 – –	68	14 10	Ill health	210 – –	210 – –

Allowances ceased in the year	-	nil.	
Amount remaining payable on 31st December 1866 £.	821	13	4

— No. 28. —

REGISTRAR GENERAL (IRELAND).

	£.	s.	d.
1.—Compensation Allowances	-	nil.	
2.—Superannuation Allowances:			
Amount remaining payable on 1st January 1866	98	6	8
Allowance granted in the year	-	nil.	
Allowance ceased in the year	-	nil.	
Amount remaining payable on 31st December 1866 £.	98	6	8

— No. 29. —

NATIONAL GALLERY.

	£.	s.	d.
1.—Compensation Allowances	-	nil.	
2.—Superannuation Allowances:			
Amount payable on 1st January 1866	213	14	–
Allowances granted in the year	-	nil.	
Allowances ceased in the year	-	nil.	
Amount remaining payable on 31st December 1866 £.	213	14	–

— No. 30. —

LATE INSOLVENT DEBTORS' COURT.

1.—Compensation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	5,128	13	9
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	5,128	13	9

2.—Superannuation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	2,478	9	7
Allowances granted in the year	nil.		

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £.	s.	d.			
Sturgis, E. R.	Clerk	Died, 8 October 1865	437	8	8	437	8	8
Amount remaining payable on 31st December 1866 £.						2,041	–	11

— No. 31. —

LATE QUEEN'S PRISON.

1.—Compensation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	1,245	13	11
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	1,245	13	11

2.—Superannuation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	185	18	4
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining due on 31st December 1866 £.	185	18	4

— No. 32. —

QUEEN'S REMEMBRANCER, EXCHEQUER.

1.—Compensation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	1,200	–	–
Allowances granted in the year	nil.		

Allowances Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount. £.	s.	d.			
Vincent, H. W.	Queen's Remembrancer	Dead	1,200	–	–	1,200	–	–
Amount remaining payable on 31st December 1866 £.						nil.		

2.—Superannuation Allowances:	£.	s.	d.
Amount payable on 1st January 1866	170	–	–
Allowances granted in the year	nil.		
Allowances ceased in the year	nil.		
Amount remaining payable on 31st December 1866 £.	170	–	–

— No. 33. —

CONSULS ABROAD.

1.—Compensation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866 - - - - - - - - - - - - - -	10,340	3	4

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.					
			Yrs.	Mo.	£. s. d.		£.	s.	d.		
Michell, C. de -	Consul, St. Petersburg.	57	16	0	2,084 - -	Abolition -	1,000	-	-	1,000	- -
										11,340	3 4
Allowances ceased in the year - - - - - - - - - - - - - -										- nil.	
Amount remaining payable on 31st December 1866 - - - - £.										11,340	3 4

2.—Superannuation Allowances:

Amount payable on 1st January 1866 - - - - - - - - - - - - - -	14,256	6	4

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.					
			Yrs.	Mo.	£. s. d.		£.	s.	d.		
Glover, Rev. F. A.	Chaplain, Cologne	65	12	5	146 - -	Age - -	41	7	4		
Griffith, Philip -	Consul General and Chargé d'Affaires, Bogota, Special Allowance.	-	-		- -	Ill health -	160	5	-		
Herman, G. F. -	Consul General, Tripoli.	58	18	8	800 - -	- ditto -	226	13	4		
Cleverly, C. St. G.	Surveyor General, Hong Kong.	48	22	-	200 - -	- ditto -	73	6	8		
										501	12 4
Allowances ceased in the year - - - - - - - - - - - - - -										14,757	18 8
										- nil.	
Amount remaining payable on 31st December 1866 - - - - £.										14,757	18 8

— No. 34. —

SLAVE TRADE COMMISSION,

Including St. Helena Liberated African Department.

1.—Compensation Allowances:

	£.	s.	d.
Amount payable on 1st January 1866 - - - - - - - - - - - - - -	773	-	-
Allowances granted in the year - - - - - - - - - - - - - -	- nil.		
Allowances ceased in the year - - - - - - - - - - - - - -	- nil.		
Amount remaining payable on 31st December 1866 - - - - £.	773	-	-

2.—Superannuation Allowances:

Amount payable on 1st January 1866 - - - - - - - - - - - - - -	4,316	13	4
Allowances granted in the year - - - - - - - - - - - - - -	- nil.		
Allowances ceased in the year - - - - - - - - - - - - - -	- nil.		
Amount remaining payable on 31st December 1866 - - - - £.	4,316	13	4

— No. 35. —

PENSIONS FOR SERVICES IN THE COLONIES.

	£. s. d.
1.—Compensation Allowances - - - - - - - - - - - - - -	nil.

2.—Superannuation Allowances:

Amount payable on 1st January 1866 - - - - - - - - - - - - - -	9,077 8 11

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Amount.	
			Yrs. Mo.	£. s. d.		£. s. d.	
Hassells, Rev. C.	Chaplain, Gold Coast.	64	11 0	400 – –	Age - -	135 – –	
Mantell, John J.	Chief Justice, Gambia.	52	27 10	800 – –	Ill health -	533 6 8	
Denison, Sir W.	Colonial Governor	–	–	- -	- -	429 8 4	
Douglas, Sir J. -	- ditto - -	–	–	- -	Ill health -	500 – –	
							1,597 15 –
							10,675 3 11

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Strachan, Rev. W. -	Rector of Christ Church, Bahamas.	Died 10 August 1866 - -	46 13 4	
				46 13 4
	Amount remaining payable on 31st December 1866 - - - £.			10,628 10 7

— No. 36. —

EMIGRATION COMMISSION.

	£. s. d.
1.—Compensation Allowances:	
Amount payable on 1st January 1866 - - - - - - - - - - - - - -	666 13 4
Allowances granted in the year - - - - - - - - - - - - - - -	nil.
Allowances ceased in the year - - - - - - - - - - - - - - -	nil.
Amount remaining payable on 31st December 1866 - - - £.	666 13 4

2.—Superannuation Allowances:

Amount payable on 1st January 1866 - - - - - - - - - - - - - -	403 13 4
Allowances granted in the year - - - - - - - - - - - - - - -	nil.
Allowances ceased in the year - - - - - - - - - - - - - - -	nil.
Amount remaining payable on 31st December 1866 - - - £.	403 13 4

— No. 37. —

PUBLIC WORKS LOAN, AND WEST INDIA RELIEF COMMISSION.

	£. s. d.
1.—Compensation Allowances - - - - - - - - - - - - - -	- nil.
2.—Superannuation Allowances:	
Amount payable on 1st January 1866 - - - - - - - - - - - - -	1,452 10 –
Allowances granted in the year - - - - - - - - - - - - -	- nil.
Allowances ceased in the year - - - - - - - - - - - - -	- nil.
Amount remaining payable on 31st December 1866 - - - £.	1,452 10 –

— No. 38. —

INSPECTORS OF FACTORIES.

	£. s. d.
1.—Compensation Allowances - - - - - - - - - - - - - -	- nil.
2.—Superannuation Allowances:	
Amount payable on 1st January 1866 - - - - - - - - - - - - -	226 13 4

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
			Yrs. Mo.	£. s. d.		£. s. d.	
Measor, C. P. -	Sub-Inspector -	40	11 0	300 – –	Ill health -	50 – –	
Dunn, M. - -	Inspector of Coal Mines.	78	15 10	733 – –	Age - -	268 15 4	
							318 15 4
							548 8 8

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Davies, Edward -	Sub-Inspector - - -	Died 24 June 1866 - -	75 – –	
				75 – –
	Amount remaining payable on 31st December 1866 - - - £.			470 8 8

— No. 39. —

MISCELLANEOUS OFFICES.

OFFICE.	Amount Payable on 1st January 1866.	Amount Granted in the Year.	Amount Ceased in the Year.	Amount Remaining Payable on 31st December 1866.
1.—Compensation Allowances:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Late Signet Office	942 5 8	- -	384 19 8	557 6 -
Late Alien Office	78 - -	- -	- -	78 - -
Late Lottery Office	133 6 8	- -	- -	133 6 8
Late Tithe Commission	80 - -	- -	- -	80 - -
Late Board of Health	1,000 - -	- -	- -	1,000 - -
Late Metropolitan Buildings	1,333 6 8	- -	- -	1,333 6 8
Late Admiralty Registry	287 18 6	- -	- -	287 18 6
Late Church Building Commission	235 - -	- -	- -	235 - -
Late Fish Dues	270 18 4	- -	- -	270 18 4
Late Miscellaneous Allowances, Canada	188 2 6	- -	- -	188 2 6
Special Pension	200 - -	- -	- -	200 - -
Privy Seal Office	49 6 8	- -	- -	49 6 8
Order of the Bath	610 19 7	- -	- -	610 19 7
Science and Art Department	1,756 5 -	- -	- -	1,756 5 -
Directors of Convict Prisons	23 5 -	- -	- -	23 5 -
Admiralty Works, Portland	42 15 7	- -	- -	42 15 7
County Courts Treasurers	- -	269 3 4	- -	269 3 4
Total Compensations £.	7,231 10 2	269 3 4	384 19 8	7,115 13 10
2.—Superannuation Allowances:				
Science and Art Department	50 - -	- -	- -	50 - -
Inspectors of Anatomy	72 - -	- -	- -	72 - -
Commissioners in Lunacy	665 - -	675 - -	40 - -	1,300 - -
Copyhold Commission	195 14 9	- -	- -	195 14 9
Directors of Convict Prisons	562 10 -	- -	- -	562 10 -
Hackney Carriage Attendants	47 - -	- -	- -	47 - -
Holyhead Harbour	65 3 4	- -	- -	65 3 4
Officers, Island of Guernsey	144 1 11	- -	- -	144 1 11
Court of Queen's Bench	88 11 4	269 10 -	- -	358 1 4
Court of Probate	200 - -	200 - -	- -	400 - -
Charity Commission	47 13 4	- -	- -	47 13 4
Patent Office	- -	30 - -	- -	30 - -
Total Superannuations £.	2,137 14 8	1,174 10 -	40 - -	3,272 4 8

— No. 40. —

EXCHEQUER, &c. (SCOTLAND).

1.—Compensation Allowances:	£. s. d.
Amount which remained payable on 1st January 1866	105 – –
Allowances granted in the year 1866	nil.
Allowances ceased within the year	nil.
Amount remaining payable on 31st December 1866 £.	105 – –

2.—Superannuation Allowances:	
Amount which remained payable on 1st January 1866	300 11 2
Allowances granted within the year	nil.
Allowances ceased within the year	nil.
Amount remaining payable on 31st December 1866 £.	300 11 2

— No. 41. —

CHIEF SECRETARY'S OFFICE (IRELAND).

1.—Compensation Allowances:	£. s. d.
Amount remaining payable on 1st January 1866	2,759 15 –
Amount granted in the year	nil.
Amount ceased in the year	nil.
Amount remaining payable on 31st December 1866 £.	2,759 15 –

2.—Superannuation Allowances:	
Amount payable on 1st January 1866	1,955 – –

Amount Granted in the Year:

Name.	Office.	Salary.	Age.	Period of Service.	Cause of Retirement.	Amount Granted.	
		£. s. d.	Years.	Years.		£. s. d.	
W. Anderson	Clerk	450 – –	52⅓	34	Ill health	255 – –	
H. M. Cruise	Ditto	315 – –	43	20½	ditto	105 – –	
							360 – –
Amount ceased in the year							nil.
Amount remaining payable on 31st December 1866 £.							2,315 – –

— No 42. —

COMMISSIONERS OF PUBLIC WORKS (IRELAND).

1.—Compensation Allowances:	£. s. d.
Amount which remained payable on 1st January 1866	1,789 13 6
Amount granted within the year	nil.

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.	
			£. s. d.	
William H. Kelly	Clerk on Drainage Works	Re-employed 9 July 1866	23 14 6	
Charles S. Ottley	Engineer on ditto	Dead	141 13 4	
				165 7 10
Amount remaining payable on 31st December 1866 £.				1,624 5 8

No. 42.—Commissioners of Public Works (Ireland)—*continued.*

2.—Superannuation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	4,100	5	10

Amount Granted within the Year:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowances Granted.			
		£. s. d.	Years.	Years.		£. s. d.			
Alexander Stewart	Solicitor	1,800 – –	65	34	Age	1,200 – –	1,200	–	–
							5,300	5	10

Amount Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.			
			£. s. d.			
James O. Wynne	2nd Class Clerk	Dead	50 – –	50	–	–
				5,250	5	10

Amount remaining payable on 31st December 1866 £.

— No. 43. —

OFFICE OF GENERAL SURVEY AND VALUATION (IRELAND).

1.—Compensation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	1,946	4	4
Allowances granted in the year	nil.		

Allowances Ceased in the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.				
			£. s. d.				
James Leeson	Valuator	Death	108 6 8				
Edward Hughes	Surveyor	Ditto	23 10 –				
Thomas M'Cormick	Office Assistant	Ditto	65 – –				
				196	16	8	
				1,749	7	8	

Amount remaining payable on 31st December 1866

2.—Superannuation Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1866	154	2	2
Allowances granted in the year	nil.		

Allowances Ceased in the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.			
			£. s. d.			
John Smith	3rd Class Assistant	Death	21 – –	21	–	–
				133	2	2

Amount remaining payable on 31st December 1866 £.

— No. 44. —

MISCELLANEOUS OFFICES IN IRELAND (Abolished).

Compensation Allowances payable by the Paymaster General on account of various Offices which have been abolished.

OFFICE.	Annual Amount payable on 1st January 1866.	ANNUAL AMOUNT		Annual Amount payable on 31st Dec. 1866.
		Granted in the Year 1866.	Ceased in the Year 1866.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Late Irish Treasury (£. 248. 6. on C. F.)	348 6 –	– –	– –	348 6 –
Late Auditor General's Office	2,698 5 4	– –	– –	2,698 5 4
Late Military Audit Office	254 18 10	– –	– –	254 18 10
Late Civil Audit Office	134 12 4	– –	– –	134 12 4
Late Linen Board	38 15 –	– –	25 – –	13 15 –
Late Board of Works	177 11 8	– –	– –	177 11 8
Late Convict Hull Establishment	56 18 5	– –	– –	56 18 5
Late Insolvent Debtors' Court	1,846 3 4	– –	– –	1,846 3 4
Late Island Bridge Lunatic Asylum	127 10 –	– –	– –	127 10 –
Late Vice Regal Household Officers	176 – –	– –	– –	176 – –
Late Foundling Hospital	244 – –	– –	75 – –	169 – –
Late House of Industry	459 6 6	– –	4 – –	455 6 6
Late Quit Rent Office	583 6 8	550 – –	– –	1,133 6 8
£.	7,145 14 1	550 – –	104 – –	7,591 14 1

Amount which remained payable on 1st January 1866	7,145 14 1
Allowances granted in the year 1866	550 – –
	7,695 14 1
Allowances ceased in the year 1866	104 – –
Amount which remained payable on 31st December 1866 £.	7,591 14 1

Allowances Granted in the Year 1866:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.
		£.	Years.	Yrs. mo.		£. s. d.
Edward L'Estrange	Quit Rent	600	65	45 8	Ill health and age.	550 – –

Allowances Ceased in the Year 1866:

Name.	Office.	Cause of Cessation.	Annual Amount.
			£. s. d.
Hugh Shaw	Linen Board	Death	25 – –
J. A. Creighton	Foundling Hospital	Death	75 – –
Anne O'Neill	House of Industry	Death	4 – –
		£.	104 – –

— No. 45. —

LATE PAYMASTER OF CIVIL SERVICES (IRELAND).

	£. s. d.
1.—Compensation Allowances:	
Amount which remained payable on 1st January 1866	682 – –
Allowances granted in the year 1866	nil.
Allowances Ceased in the Year 1866:	682 – –

Name.	Office.	Cause of Cessation.	Annual Amount.	
			£. s. d.	
John Smyth	Housekeeper	Death	132 – –	
				132 – –
Amount remaining payable on 31st December 1866			£.	550 – –
2.—Superannuation Allowances:				
Amount which remained payable on 1st January 1866				183 – –
Allowances granted in the year 1866				nil.
Allowances Ceased in the Year 1866:				183 – –

Name.	Office.	Cause of Cessation.	Annual Amount.	
			£. s. d.	
Algernon Preston	Junior Clerk	Death	90 – –	
				90 – –
Amount remaining payable on 31st December 1866			£.	93 – –

— No. 46. —

DIRECTOR OF CONVICT PRISONS, &c. (IRELAND).

	£. s. d.
1.—Compensation Allowances:	
Amount which remained payable on 1st January 1866	1,635 16 –
Allowance granted in the year 1866	nil.
Allowance ceased in the year 1866	nil.
Amount remaining payable on 31st December 1866	£. 1,635 16 –
2.—Superannuation Allowances:	
Amount which remained payable on 1st January 1866	955 12 6
Allowance Granted in the Year 1866:	

Name.	Office.	Salary.	Age.	Service.	Cause of Retirement.	Amount Granted.	
		£. s. d.	Years.	Yrs. Mos.		£. s. d.	
J. S. Whitty	Director	900 – –	59	21 6	Ill health	465 – –	
							465 – –
							1,420 12 6
Allowances ceased in the year 1866							nil.
Amount remaining payable on 31st December 1866						£.	1,420 12 6

— No. 47. —

OFFICERS, COURTS OF JUSTICE (IRELAND).

	£. s. d.
1.—Compensation Allowances:	
Amount which remained payable on 1st January 1866	353 16 8
Allowances granted in the year 1866	nil.
Allowances ceased in the year 1866	nil.
Amount which remained payable on 31st December 1866 £.	353 16 8
2.—Superannuation Allowances:	
Amount which remained payable on 1st January 1866	3,787 16 7
Allowances granted in the year 1866	nil.
Allowances ceased in the year 1866	nil.
Amount which remained payable on 31st December 1866 £.	3,787 16 7

— No. 48. —

NATIONAL EDUCATION COMMISSIONERS (IRELAND).

	£. s. d.
1.—Compensation Allowances:	
Amount which remained payable on 1st January 1866	176 13 4
Allowances granted in the year 1866	nil.
Allowances ceased in the year 1866	nil.
Amount which remained payable on 31st December 1866 £.	176 13 4
2.—Superannuation Allowances:	
Amount which remained payable on 1st January 1866	448 4 5

Allowances Granted in the Year 1866.

Name.	Office.	Cause of Retirement.	Annual Amount. £. s. d.	
Michael Hickey	Sub-inspector	Ill health	17 10 –	
Julia Campbell	Head Mistress	Age	179 – 6	
James Patten	Head Inspector	Ill health	220 11 4	
				417 1 10
Allowances ceased in the year 1866				nil.
Amount which remained payable on 31st December 1866 £.				865 6 3

— No. 49. —

REGISTRAR OF DEEDS OFFICE (IRELAND).

	£.	s.	d.
1.—Compensation Allowances - - - - - - - - - - - - - -	-	nil.	
2.—Superannuation Allowances:			
Amount which remained payable on 1st January 1866 - - - - - - - - - -	943	8	–
Allowances granted in the year 1866 - - - - - - - - - - - - -	-	nil.	
Allowances ceased in the year 1866 - - - - - - - - - - - - -	-	nil.	
Amount which remained payable on 31st December 1866 - - - £.	943	8	–

ACCOUNTS

OF

SUPERANNUATIONS

AND

RETIRED ALLOWANCES

IN

PUBLIC DEPARTMENTS,

for the Year

1866.

No. 1 — No. 49.

Ordered, by The House of Commons, *to be Printed*,
26 *March* 1867.

[*Price* 7 *d.*]

155.

Under 8 *oz.*

TAXES AND IMPOSTS.

RETURN to an Order of the Honourable The House of Commons, dated 15 July 1867;—*for*,

RETURNS "of RATES of all TAXES and IMPOSTS from which the IMPERIAL REVENUE of the UNITED KINGDOM is raised, together with the Gross Amount yielded by each Tax or Impost, showing the Total Gross Revenue in the Year ending the 31st day of March 1867 :"

"And, of the Aggregate Amount of REVENUE for the previous Year" :—

Name of Tax or Impost.	Rate of Tax or Impost.	Quantities Taxed.	Total Gross Sum Produced.

(*Mr. Bazley.*)

Ordered, by The House of Commons, *to be Printed*,
14 *August* 1867.

CONTENTS.

CUSTOMS - - - - - - - - - - - - p. 3

INLAND REVENUE:

EXCISE - - - - - - - - - - - - p. 7

STAMPS - - - - - - - - - - - - p. 10

TAXES - - - - - - - - - - - - p 12

RETURNS of RATES of all TAXES and IMPOSTS from which the IMPERIAL REVENUE of the UNITED KINGDOM is raised, together with the Gross Amount yielded by each Tax or Impost, showing the Total Gross Revenue in the Year ending the 31st day of March 1867:—And, of the Aggregate Amount of Revenue for the previous Year.

CUSTOMS.

CUSTOMS DUTIES, UNITED KINGDOM, Year ended 31st March 1867.

NAME of TAX or IMPOST.	Rate of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
		Lbs.	£.
1. TOBACCO:			
Unmanufactured	Containing 10 lbs. or more of moisture in every 100 lbs. weight thereof – £. 0 s. 3 d. 1 8/10 per lb.	40,030,144	6,304,634
	Containing less than 10 lbs. of moisture in every 100 lbs. weight thereof – 0 3 6 „		
Manufactured:			
Segars	– 0 5 – „	848,563	212,051
Cavendish or Negrohead:			
Of Foreign Manufacture	– 0 4 6 „	16,461	3,704
Manufactured, in Bond, in the United Kingdom	– 0 4 – „	11,731	2,346
Snuff	Containing more than 13 lbs. of moisture in every 100 lbs. weight thereof – 0 3 9 „	696	145
	Not containing more than 13 lbs. of moisture in every 100 lbs. weight thereof – 0 4 6 „		
Other Manufactured Tobacco	– 0 4 – „	16,126	3,228
			6,526,108
2. SUGAR and ARTICLES of which Sugar is an Ingredient:			
Sugar:		*Cwts.*	
Refined and Candy	– 0 12 10 per cwt.	762,657	489,197
Unrefined:			
Equal to White Clayed	– 0 11 8 „	64,180	37,440
Not equal to White Clayed, but equal to Brown Clayed	– 0 10 6 „	3,882,537	2,038,349
Not equal to Brown Clayed:			
Equal to Brown Muscovado	– 0 9 4 „	4,248,985	1,982,870
Not equal to Brown Muscovado	– 0 8 2 „	2,875,323	1,173,483
Sugar Cane Juice	– 0 8 2 „	1,941	66
Molasses	– 0 3 6 „	623,707	91,345
Glucose or Vegetable Syrup	Chargeable with Duty according to the quantity of Saccharine matter contained therein	16,047	4,883
		Lbs.	
Almond Paste	– – 1 per lb.	393	2
Cherries, dried		231	1
Comfits, dry		97	—
Confectionery		220,308	918
Ginger, Preserved		169,551	707
Marmalade		1,314	5
Plums, preserved in Sugar		1,160	5
Succades		458,149	1,910
Milk, Preserved	– 0 5 – per cwt.	*Cwts.* 946	238
			5,821,419

CUSTOMS—*continued.*

Name of Tax or Impost.	Rate of Tax or Impost.	Quantities Taxed.	Total Gross Sum Produced.
	£. s. d.	*Lbs.*	£.
3. Tea, Coffee, Chicory, and Cocoa:			
Tea	— — 6 per lb.	106,400,459	2,660,043
Coffee:			
Raw	— — 3 „	32,049,948	400,623
Kiln-dried, roasted, or ground	— — 4 „	3,300	55
Chicory:		*Cwts.*	
Raw or kiln-dried	1 6 6 per cwt.	82,834	111,078
Ditto Produce of Channel Islands	1 4 3 „	823	998
		Lbs.	
Roasted or ground	— — 4 per lb.	2,704	45
Cocoa	— — 1 „	4,518,313	18,827
		Cwts.	
—— Husks and shells	— 2 — per cwt.	8,409	841
		Lbs.	
—— Paste or Chocolate	— — 2 per lb.	181,623	1,513
			3,194,023
4. Spirits and Articles containing Spirit:			
Spirits, not Sweetened:			
Rum and Spirits of and from British Possessions in America, Mauritius, and the East Indies.	— 10 2 per proof gallon	*Proof Galls.* 4,269,708	2,170,278
Rum, Foreign:			
From the country of its production	— 10 2 „	8,157	4,147
Not from the country of its production	— 10 5 „	2,363	1,230
Brandy	— 10 5 „	3,209,596	1,671,748
Geneva	— 10 5 „	122,904	64,018
Of other sorts	— 10 5 „	465,633	242,526
Spirits, Sweetened or Mixed:			
Rum Shrub, Cordials, &c., of and from British Possession in America, Mauritius, and the East Indies	— 10 2 per gallon	*Galls.* 1,034	526
Of other sorts	— 14 — „	31,320	21,763
		Lbs.	
Chloroform	— 3 — per lb.	786	114
		Galls.	
Collodion	1 4 — per gallon	9	11
Ether	1 5 — „	61	77
Varnish, containing Alcohol	— 12 — „	428	257
			4,176,695
5. Wine.			
To 9th May 1866:			
In Casks:			
Containing less than 26 degrees of Proof Spirit	— 1 — per gallon	*Galls.* 296,269	14,834
Containing 26 degrees and less than 42 degrees of Proof Spirit	— 2 6 „	874,594	109,302
In Bottles:			
Containing less than 42 degrees of Proof Spirit	— 2 6 „	96,510	12,063
From 9th May 1866:			
In Casks or Bottles:			
Containing less than 26 degrees of Proof Spirit	— 1 — „	3,335,494	166,846
Containing 26 and less than 42 degrees of Proof Spirit	— 2 6 „	8,705,210	1,087,725
Containing 42 or more degrees of Proof Spirit	— 2 6 „ with 3 *d.* additional, for each degree of strength beyond 41.	18,053	2,607
			1,393,377

CUSTOMS—*continued.*

Name of Tax or Impost.	Rate of Tax or Impost.	Quantities Taxed.	Total Gross Sum Produced.
6. Corn and Meal and Farinaceous Substances assimilated thereto in respect of Duty:			
Corn and Grain:	£. s. d.	*Cwts.*	£.
Wheat		23,698,519	296,238
Barley		8,883,144	111,043
Oats		9,365,744	117,078
Rye		377,183	4,715
Pease		1,413,608	17,670
Beans	— — 3 per Cwt.	1,777,127	22,214
Indian Corn		12,403,831	155,048
Ruckwheat		286,296	3,579
Bere or Bigg		1,249	16
Meal and Flour:			
Wheatmeal or Flour		4,034,148	75,642
Barley Meal		5	—
Oatmeal		78,711	1,476
Rye Meal		2,033	38
Pea Meal		13	—
Bean Meal	— — 4½ per Cwt.	4	—
Indian Corn Meal		7,255	136
Buckwheat Meal		68	1
Meal Unenumerated		6,563	123
Arrowroot		31,944	599
Barley, Pearled		473	9
Biscuit and Bread		20,961	393
Cassava Powder		9	—
Mandioca Flour		36	1
Manna Croup		142	3
Potato Flour		65,324	1,225
Powder of all sorts	— — 4½ per Cwt.	—	—
Rice Dust and Meal		9,262	174
Sago		144,561	2,711
Semolina		829	16
Starch and Gum of Starch		27,812	522
Tapioca		18,788	353
Vermicelli and Maccaroni		8,848	266
			811,289
7. Fruit, Dried:			
Currants		788,642	276,033
Figs, Plums, and Prunes	— 7 — per Cwt.	93,404	32,256
Raisins		312,535	109,391
			417,680
8. Wood and Timber:*		*Loads.*	
Deals, Battens, &c., Sawn or Split	— 2 — per Load	9,600	952
Timber, not Sawn or Split	— 1 — „	8,618	431
Staves, not exceeding 72 inches long	— 1 — „	377	18
——— exceeding 72 inches long	— 2 — „	7	1
Firewood	— 1 — „	1,664	83
Hoops	— 2 — „	3	—
Lathwood	— 1 — „	222	11
Shovel Hilts	— 2 — „	—	—
Teak	— 1 — „	715	8
Green-heart, Red and Blue Gum, Stringy Bark, Mora and Locust, &c.	— 1 — „	97	5
Treenails	— 1 — „	53	3
		Tons.	
Furniture Woods and Hardwoods, of all kinds	— 1 — per Ton	3,072	154
Ships, Foreign and Colonial, built of Wood, on Registration as British Ships	For every Ton of the Gross Registered Tonnage — 1 — „	9,181	459
			2,125

* The Duties on Wood and Timber, including the Registration Duty on Foreign and Colonial-built Vessels, repealed from and after 9th May 1866.

CUSTOMS—*continued.*

Name of Tax or Impost.	Rate of Tax or Impost.	Quantities Taxed.	Total Gross Sum Produced.
	£. s. d.	*Lbs.*	£.
9. Pepper:*	$6\frac{3}{10}$ per lb.	137,759	3,617
10. Malt and its Products, with their Substitutes:		*Qrs. bus.*	
Malt, Foreign	1 5 – per Quarter	231 2	289
—— imported from the Isle of Man	1 1 $8\frac{8}{10}$ „	1,557 1	1,689
		Brls. galls.	
Beer, Mum	1 – – per Barrel	4 27	5
—— Spruce	1 – – „	2,654 4	2,654
—— Beer and Ale of other Sorts	1 – – „	177 17	178
		Value.	
Essence of Spruce	10 - – per Cent. ad. val.	£. 30.	3
		Galls.	
Vinegar	3 per Gallon	50,588	633
—— Pickles preserved therein	1 „	1,247	5
			5,456
11. Plate, of Gold	17 – per Oz. Troy	*Oz.* 1	1
—— of Silver	1 6 „	48,534	3,641
			3,642
12. Cards, Playing	3 9 per Doz. Packs	*Doz. Packs.* 2,282	428

* The Duty on Pepper repealed from and after 9th May 1866.

SUMMARY.

	Total Gross Sum Produced.
	£.
1. Tobacco	6,526,108
2. Sugar and Articles of which Sugar is an Ingredient	5,821,419
3. Tea, Coffee, Chicory, and Cocoa	3,194,023
4. Spirits, and Articles containing Spirit	4,176,695
5. Wine	1,393,377
6. Corn and Meal, and Farinaceous Substances assimilated thereto in respect of Duty	811,289
7. Fruit, Dried	417,680
8. Wood and Timber	2,125
9. Pepper	3,617
10. Malt and its Products, with their Substitutes	5,456
11. Plate	3,642
12. Cards, Playing	428
Total Gross Produce of Duties of Customs in the Year ended 31st March 1867 - £.	22,355,859
Total Gross Produce of Duties of Customs in the previous Year, ended 31st March 1866 - £.	21,356,723

Office of the Inspector General of Imports and Exports,
Custom House, London, 29 July 1867.

Edw. Bernard,
Inspector General.

INLAND REVENUE.

EXCISE.

Name of Tax or Impost.	Rate of Tax or Impost.	Quantities Taxed.	Total Gross Sum Produced.
		Cwts.	£. s. d.
Chicory Duty	Per cwt. £. 1 4 3	20,611	24,991 17 9
		Bushels.	
Malt Duty	Per bushel (made from barley) £. 2 7 and 5 per cent. additional.	50,875,028	6,904,209 14 5
	Ditto (made from bere or bigg) £. 2 – and 5 per cent. additional.	40,803	
		Gallons.	
Spirits Duty	Per gallon, at proof strength, home made £. 10 –	23,126,849	11,563,426 2 –
		Cwts.	
Sugar Duty	Per cwt., home made, various, from 8 *s.* 2 *d.* to £. 12 10	18	9 16 6
	Ditto, used by brewers £. 3 4	243,868	40,644 17 11
Railway Duty	Five per cent. on sums received for conveyance of passengers	£. 9,489,594	474,479 11 1
		Miles.	
Stage Carriage Duty	One farthing or one penny for each mile travelled	33,762,135	64,285 16 10
		Number.	
Hackney Carriage Duty	7 *s.* per week; 6 *s.* if not used on Sundays	6,427	106,537 6 –
		Barrels.	
Beer relanded	The drawback on exportation	3,836	1,135 4 $3\frac{3}{4}$
License Duties,—viz.:			
Brewers	Brewers of black or spruce beer, various rates, from 10 *s.* 6 *d.* to 78 *l.* 15 *s.*, according to the quantities brewed.	*Number.*	
	Brewers of beer, other than black or spruce, beginners £. 12 6		
	Quantity brewed, not exceeding 20 barrels £. 12 6		
	Exceeding 20 and not exceeding 50 „ £. 1 7 6		
	Exceeding 50 and not exceeding 100 „ £. 2 – –		
	Exceeding 100 and not exceeding 1,000 barrels, for every 50, or fractional part of 50 barrels over 100 barrels £. 15 –	37,237	377,730 10 9
	Exceeding 1,000 and not exceeding 50,000 barrels, in addition to the above, for every 50 or fractional part of 50 barrels over 1,000 barrels £. 14 –		
	Exceeding 50,000 barrels, in addition to the foregoing, for every 50 or fractional part of 50 barrels £. 12 6		
	Brewers using sugar £. 1 – –	872	872 – –
	Retail brewers, under Act 5 Geo. 4, c. 54 £. 5 10 3	16	88 4 –
Maltsters	Beginners, with a surcharge according to the quantity made £. 7 $10\frac{1}{2}$		
	Quantity made not exceeding 50 quarters £. 7 $10\frac{1}{2}$		
	Ditto 100 „ £. 15 9		
	Ditto 150 „ £. 1 3 $7\frac{1}{2}$		
	Ditto 200 „ £. 1 11 6		
	Ditto 250 „ £. 1 19 $4\frac{1}{2}$		
	Ditto 300 „ £. 2 7 3	5,821	16,638 3 5
	Ditto 350 „ £. 2 15 $1\frac{1}{2}$		
	Ditto 400 „ £. 3 3 –		
	Ditto 450 „ £. 3 10 $10\frac{1}{2}$		
	Ditto 500 „ £. 3 18 9		
	Ditto 550 „ £. 4 6 $7\frac{1}{2}$		
	Quantity made exceeding 550 „ £. 4 14 6		
	By Maltsters, not exceeding 5 „ £. 2 $7\frac{1}{2}$		
Manufactures of Tobacco and Snuff	Quantity manufactured, not exceeding 20,000 lbs. £. 5 5 –		
	Ditto 40,000 „ £. 10 10 –		
	Ditto 60,000 „ £. 15 15 –		
	Ditto 80,000 „ £. 21 – –	575	7,318 10 –
	Ditto 100,000 „ £. 26 5 –		
	Quantity manufactured, exceeding 100,000 „ £. 31 10 –		
	Beginners, with a surcharge according to quantity manufactured £. 5 5 –		
Beer Dealers	Sellers of strong beer in quantities not less than $4\frac{1}{2}$ gallons, or two dozen reputed quart bottles £. 3 6 $1\frac{3}{4}$	4,740	15,676 11 2
	Sellers of strong beer to retail; not to be consumed on the premises £. 1 2 $-\frac{1}{2}$	2,576	2,838 19 4

INLAND REVENUE—EXCISE—*continued.*

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	£.	s.	d.	Quantities Taxed.	Total Gross Sum Produced.	s.	d.
					Number.	£.		
License Duties—*continued*—viz.:								
Beer Retailers	Publicans whose premises are rated under 20 *l.* per annum in England and Ireland	1	2	–½	43,455	47,891	–	8
	Publicans rated at 20 *l.* or upwards	3	6	1¾	40,420	133,680	14	6
	Publicans' occasional licenses to sell off the premises, per day	–	2	6	16,455	2,541	–	–
	Retailers of beer not to be drunk on the premises in England and Wales	1	2	–½	3,215	3,543	3	11
	Retailers of beer to be drunk on the premises	3	6	1¾	46,511	153,825	8	10
	Retailers of beer, occasional licenses to sell off the premises, per day	–	1	–	1,670	118	13	–
	Retailers of cyder or perry only	1	2	–½	356	392	6	10
	Retailers of beer rated under 10 *l.*, in Scotland	2	10	–	317	792	10	–
	Retailers of beer rated at 10 *l.* or upwards	4	4	–	252	1,058	8	–
	Retailers of table beer only	–	5	–	3,030	757	10	–
Spirit Dealers	Dealers in spirits, to sell not less than two gallons	10	10	–	5,090	53,445	–	–
	Dealers in spirits, to retail foreign liqueurs	2	2	–	4	8	8	–
	Dealers in spirits, to retail spirits, not less than one quart bottle	3	3	–	2,149	6,769	7	–
Spirit Retailers	England and Ireland:							
	Retailers of spirits whose premises are rated—							
	Under 10 *l.*	2	4	1				
	At 10 *l.* and under 20 *l.*	4	8	2½				
	20 *l.* „ 25 *l.*	6	12	3½				
	25 *l.* „ 30 *l.*	7	14	4	82,494	511,993	15	7
	30 *l.* „ 40 *l.*	8	16	4¾				
	40 *l.* „ 50 *l.*	9	18	5¼				
	50 *l.* or upwards	11	–	6				
	Scotland only:							
	Retailers of spirits whose premises are rated—							
	Under 10 *l.*	4	4	–				
	At 10 *l.* and under 20 *l.*	5	5	–				
	20 *l.* „ 25 *l.*	9	9	–				
	25 *l.* „ 30 *l.*	10	10	–	11,884	80,936	2	–
	30 *l.* „ 40 *l.*	11	11	–				
	40 *l.* „ 50 *l.*	12	12	–				
	50 *l.* or upwards	13	13	–				
	Ireland only:							
	Retailers of spirits being licensed to sell tea, coffee, &c., whose premises are rated—							
	Under 25 *l.*	9	18	5¼				
	At 25 *l.* and under 30 *l.*	11	–	6				
	30 *l.* „ 40 *l.*	12	2	6½	337	3,603	17	9
	40 *l.* „ 50 *l.*	13	4	7				
	50 *l.* or upwards	14	6	7¾				
Distillers of Spirits		10	10	–	145	1,522	10	–
Rectifiers of Spirits		10	10	–	148	1,554	–	–
Makers of Methylated Spirits		10	10	–	8	84	–	–
Retailers of Methylated Spirits		2	2	–	226	474	12	–
Wine Dealers	Dealers in foreign wine, not licensed to retail beer or spirits	10	10	–	2,986	31,353	–	–
	Dealers in foreign wine, licensed to retail beer but not spirits	4	8	2¼	67	295	8	6
	Dealers in foreign wine, licensed to retail beer and spirits	2	4	1	40,948	90,256	2	7
	Scotland only:							
	Grocers selling wine not to be consumed on the premises, having the justices' certificate to retail beer but not spirits	4	8	2¼	17	74	19	2
	Grocers selling wine not to be consumed on the premises, having the justices' certificate to retail spirits only	—						
	Grocers selling wine not to be consumed on the premises, having the justices' certificate to retail beer and spirits	2	4	1	1,832	4,038	–	8

INLAND REVENUE—EXCISE—*continued.*

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
		Number.	£. s. d.
License Duties—*continued*—viz.:	England and Ireland:		
Wine Dealers	Refreshment-housekeepers selling wine to be consumed on the premises—		
	If rated under 50 *l.* — £. 3 s. 3 d.	1,604	5,052 12 –
	If rated at 50 *l.* or upwards — £. 5 s. 5 d.	618	3,244 10 –
	Occasional licenses to sell off the premises, per day — £. – s. 1 d.	299	24 14 –
	Retailers of wine not to be consumed on the premises—		
	If rated under 50 *l.* — £. 2 s. 2 d.	1,786	3,740 1 3
	If rated at 50 *l.* or upwards — £. 3 s. 3 d.	633	1,993 19 –
Refreshment Houses	Keepers of refreshment houses rated under 30 *l.* — £. – s. 10 d. 6	2,762	1,450 1 –
	Keepers of refreshment houses rated at 30 *l.* or upwards — £. 1 s. 1 d. –	3,162	3,320 2 –
Passage Vessels	For sale of liquors and tobacco — £. 1 s. 1 d. –	349	366 9 –
Tea and Coffee Dealers	Rated at 8 *l.* or upwards — £. – s. 11 d. 6½	102,126	67,883 1 9
	Rated under 8 *l.* — £. – s. 2 d. 6	71,583	
Dealers in Tobacco	— £. – s. 5 d. 3	275,238	72,249 19 6
	Occasional, to sell off the entered premises, per day — £. – s. – d. 4	1,695	40 1 4
Papermakers	— £. 4 s. 4 d. –	401	1,684 4 –
Soapmakers	— £. 4 s. 4 d. –	291	1,222 4 –
Roasters of Malt	— £. 20 s. – d. –	22	440 – –
Dealers in Roasted Malt	— £. 10 s. – d. –	12	120 – –
Dealers in Sweets	To sell not less than 2 gallons — £. 5 s. 5 d. –	121	635 5 –
Retailers of Sweets	— £. 1 s. 2 d. –½	10,318	11,371 5 11
Vinegar Makers	— £. 5 s. 5 d. –	65	341 5 –
Post Horses	Great Britain: various rates, from 5 *l.* and upwards — £. – s. – d. –	10,255	145,580 12 6
	Ireland — £. 2 s. 4 d. 1	1,900	
Stage Carriages	To carry not more than eight persons, 10 *s.*; to carry a greater number — £. 3 s. 3 d. –	2,672	6,747 6 –
	Supplementary: to carry not more than eight persons, 6 *d.*; to carry a greater number — £. – s. 1 d. –	7,715	374 7 6
	Occasional: various rates from 3 *s.* per day — £. – s. – d. –	9,742	2,785 7 –
Hackney Carriages	London only — £. 1 s. – d. –	6,427	6,427 – –
Hawkers and Pedlars	Great Britain: various rates from 2 *l.* per annum upwards — £. – s. – d. –	18,201	41,474 2 6
	Ireland: various rates from 2 *l.* 2 *s.* per annum upwards — £. – s. – d. –		
Appraisers and House Agents	— £. 2 s. – d. –	3,898	7,796 – –
Auctioneers	— £. 10 s. – d. –	5,027	50,270 – –
Pawnbrokers	In London, 15 *l.*; elsewhere — £. 7 s. 10 d. –	3,812	32,107 10 –
Dealers in Plate	To sell 2 oz. gold, or 30 oz. silver, and upwards — £. 5 s. 15 d. –	8,706	26,375 5 –
	To sell 2 dwts. of gold, or more than 5 dwts. of silver; and under 2 oz. gold, and 30 oz. silver — £. 2 s. 6 d. –		
Makers of Playing Cards	— £. 1 s. – d. –	16	16 – –
Sellers of Playing Cards	— £. – s. 2 d. 6	8,195	1,024 7 6
Medicine Vendors	In London and Edinburgh — £. 2 s. – d. –	11,792	6,570 10 –
	Other cities, boroughs, or towns corporate in Great Britain — £. – s. 10 d. –		
	Elsewhere in Great Britain — £. – s. 5 d. –		
To kill Game	3 *l.* for whole year: 2 *l.* for six months; gamekeepers, yearly — £. 2 s. – d. –	56,907	158,030 – –
To deal in Game	— £. 2 s. – d. –	2,196	4,392 – –
Makers of Stills	Scotland and Ireland — £. – s. 10 d. 6	17	8 18 6
Chemists and others using Stills	— £. – s. 10 d. –	831	415 10 –
Race-horses	Great Britain: each horse — £. 3 s. 17 d. –	2,309	8,889 13 –
	Amount of licenses granted for periods less than a year (various) — £. – s. – d. –	–	41,844 5 6
	Amount of surcharges (various) — £. – s. – d. –	–	65,929 12 6
	TOTAL — £.		21,514,131 6 8¾

INLAND REVENUE—*continued.*

STAMPS.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
		Number.	£. s. d.
Deeds and other Instruments not otherwise enumerated.	Various rates of duty - - - - - - -	- - -	1,638,481 19 2¾
Probates of Wills, Letters of Administration, and Testamentary Inventories.	Where the deceased's estate is above the value of 100 *l.* and under the value of 1,000,000 *l.* a stamp duty from 2 *l.* to 13,500 *l.*, and where the estate shall amount to 1,000,000 *l.* or upwards, then for every 100,000 *l.* an additional stamp duty of 1,500 *l.* -	42,173	1,735,868 10 –
Letters of Administration without a Will.	Where the estate is under the value of 1,000,000 *l.* a stamp duty from 3 *l.* to 20,250 *l.*, and 2,250 *l.* additional for every 100,000 *l.* of the whole value of the estate - - - - - - - - -		
Bills of Exchange:			
Inland - - - - -	From 1 *d.* to 2 *l.* for any sum not exceeding 4,000 *l.*; and where the same shall exceed 4,000 *l.*, then for every 1,000 *l.*, or part thereof, 10 *s.* - - -	5,996,703	421,941 – 1
Foreign - - - - -	From 1 *d.* to 5 *s.* for sums not exceeding 500 *l.*, and 1 *s.* for every 100 *l.*, or part thereof, beyond 500 *l.*; but if drawn in sets of three or more, then for every bill of each set from 1 *d.* to 13 *s.* 4 *d.* for any sum not exceeding 4,000 *l.*, and where it shall exceed 4,000 *l.*, then for every 1,000 *l.*, or part thereof, 3 *s.* 4 *d.* - - - - - - - - -	2,507,476	323,368 10 1
Bankers' Notes - - - -	Not exceeding 1 *l.* 1 *s.*, 5 *d.*; exceeding 1 *l.* 1 *s.*, and not exceeding 100 *l.*, from 10 *d.* to 8 *s.* 6 *d.* for payment of money to bearer on demand - - -	34,050	1,815 4 2
Composition for Duties on Bills and Notes.	Bank of England, 3,500 *l.* on each 1,000,000 *l.* of bills in circulation; Bank of Ireland, special composition; other bankers, 3 *s.* 6 *d.* per 100 *l.* of bills, &c. (half-yearly) - - - - - - - -	- - -	127,846 13 9
Receipts, Drafts, and other Documents.	One penny - - - - - - - -	136,978,045	569,141 12 –
Marine Insurances - - -	Where the premium of insurance paid shall not exceed the rate of 10 *s.* per cent. on the sum insured, 3 *d.* for every 100 *l.* or fraction of 100 *l.*; above 10 *s.* per cent., various rates, from 6 *d.* to 4 *s.* for every 100 *l.* or fraction of 100 *l.* insured - -	No account kept of the number of stamps -	487,377 10 11
Licenses and Certificates, viz: -	Attorneys, &c.: London, Edinburgh, and Dublin, 9 *l.* yearly; elsewhere, 6 *l.* yearly. Half only for the first three years of being in practice - -	13,493	89,641 10 –
	Bankers: 30 *l.* yearly - - - - - -	1,167	35,010 – –
	Conveyancers: London and Dublin, 9 *l.* yearly; elsewhere, 6 *l.* yearly. Half only for the first three years of being in practice - - - - -	69	511 10 –
	Marriage: issued by superintendent registrars, 10 *s.*	8,375	4,187 10 –
	Drivers of metropolitan public carriages, 5 *s.* - -	13,490	3,372 10 –

INLAND REVENUE—STAMPS—*continued.*

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
		Number.	£. s. d.
Newspapers (for transmission by Post).	1 *d.* for each newspaper, and supplements, ½ *d.* each -	27,863,572	120,067 10 11
Medicines - - - - -	Where the packet, box, &c. is of the price or value of 1 *s.* or more, a stamp duty from 1½ *d.* to 1 *l.* -	8,007,945	62,250 - 10½
		Amount of Property on which Duty was Paid.	
Legacies and Successions - -	From 1 per cent. to 10 per cent., according to the relationship - - - - - - - - -	£. 106,277,124	2,576,967 12 -½
		Value of Property Insured.	
Fire Insurances - - - -	For every 100 *l.* insured for a year, or fractional part of 100 *l.*, duty 1 *s.* 6 *d.* per annum - - -	£. 1,333,484,000	1,000,113 18 3
		Number.	
Cards - - - - - -	For every pack of playing cards made for sale or use in the United Kingdom, 3 *d.* - - - - -	743,350	9,291 17 6
Probate Court Fee Stamps - -	Various *ad valorem* rates fixed by Court of Probate, from 3 *d.* to 10 *l.* - - - - - - -	387,658	143,891 - 6
Gold and Silver Plate - - -	For every ounce made in Great Britain or Ireland, gold, 17 *s.* per oz.; silver, 1 *s.* 6 *d.* - - - -	- - -	73,142 19 1¼
		Number.	
Divorce and Matrimonial Causes Fee Stamps (England).	Various rates fixed by the Judge of the Court, from 6 *d.* to 1 *l.* - - - - - - - - -	12,805	2,505 - -
Admiralty Court Fee Stamps (England).	Various rates of duty, from 1 *s.* to 5 *l.* - - -	28,192	11,223 5 -
Patents for Inventions - - -	Rates from 2 *d.* to 100 *l.*, according to the nature of the instrument - - - - - - - -	90,856	114,815 - -
Companies' Registration Fee Stamps	Various rates of duty, from 6 *d.* to 20 *l.* - - -	6,866	2,843 2 6
Record of Title Fee Stamps (Ireland).	Various rates of duty, from 1 *s.* to 1 *l.* - - -	212	44 3 -
Land Registry Fee Stamps (England).	Various rates fixed by the Lord Chancellor, from 4 *d.* to 5 *l.* - - - - - - - - - -	5,224	1,689 15 -
Law Fund (Ireland) - - -	From 4 *d.* to 1 *l.* - - - - - - - -	83,902	9,137 19 8
Chancery Fund (Ireland) - -	From 9¼ *d.* to 4 *l.* 11 *s.* - - - - - -	24,540	6,575 1 10¼
Judgments Registry Fund (Ireland)	From 4 *d.* to 1 *l.* - - - - - - - -	10,805	3,500 8 8
Civil Bill Fund (Ireland) - -	From 6 *d.* to 2 *s.* 6 *d.* - - - - - -	480,067	12,910 15 -
Registration of Deeds Fee Stamps (Ireland).	From 3 *d.* to 10 *l.* - - - - - - - -	48,856	11,571 - 7
		TOTAL - - - £.	9,601,104 10 8¼

INLAND REVENUE—*continued.*

TAXES.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
			£. s. d.
LAND TAX:			
On Lands and Tenements	Various; not exceeding 4 *s.* in the £. to produce the quota payable by each parish under the provisions of the Acts 38 Geo. 3, c. 5 & c. 60	- - -	1,129,896 10 6½
On Offices and Pensions	At 1 *s.* and 6 *d.* in the £.	- - -	19 16 –
ASSESSED TAXES:		*Annual Value.* £.	
Schedule (B) Inhabited Houses	Shops and warehouses - - - - 6 *d.* in the £.	7,505,169	1,027,814 – 6½
	Beershops - - - - - - 6 *d.* „	2,841,181	
	Farm-houses - - - - - - 6 *d.* „	606,766	
	Dwelling-houses - - - - - 9 *d.* „	20,826,335	
		Number.	
Schedule (C) Male Servants	Eighteen years of age and upwards - - 1 *l.* 1 *s.* per ann.	168,369	223,546 6 10
	Under 18 years of age - - - - 10 *s.* 6 *d.* „	83,970	
	Under gardeners - - - - - 10 *s.* 6 *d.* „	10,281	
	Under gamekeepers - - - - 10 *s.* 6 *d.* „	4,060	
Schedule (D) Carriages	With four wheels, drawn by two or more horses or mules - - - - - 3 *l.* 10 *s.* „	30,897	385,362 19 5
	With four wheels, let for hire, without horses 1 *l.* 15 *s.* „	444	
	With four wheels, drawn by one horse or mule - - - - - - - 2 *l.* „	65,366	
	With four wheels, let for hire, without horses 1 *l.* „	402	
	With four wheels of less diameter than 30 inches, drawn by two or more ponies or mules not exceeding 13 hands - - 1 *l.* 15 *s.* „	1,032	
	With four wheels of less diameter than 30 inches, let for hire without horses - - 17 *s.* 6 *d.* „	2	
	With four wheels, drawn by one pony or mule - - - - - - - 1 *l.* „	13,743	
	With four wheels, let for hire without horses 10 *s.* „	27	
	With less than four wheels, drawn by two or more horses or mules - - - - 2 *l.* „	195	
	With less than four wheels, let for hire without horses - - - - - 1 *l.* „	5	
	With less than four wheels, drawn by one horse or mule - - - - - 15 *s.* „	147,898	
	With less than four wheels, let for hire without horses - - - - - 7 *s.* 6 *d.* „	406	
	With less than four wheels, drawn by one pony or mule not exceeding 13 hands - 10 *s.* „	30,239	
	With less than four wheels, let for hire without horses - - - - - 5 *s.* „	8	
	Used by common carriers, having four wheels 2 *l.* 6 *s.* 8 *d.* „	2,494	
	Used by common carriers, having less than four wheels - - - - - - 1 *l.* 6 *s.* 8 *d.* „	4,278	
Schedules (E) and (F) Horses and mules	Exceeding 13 hands, used for riding and drawing carriages, chargeable with duty 1 *l.* 1 *s.* „	188,763	415,317 12 6
	Kept by farmers - - - - - 10 *s.* 6 *d.* „	124,953	
	Kept by bailiffs, shepherds, or herdsmen - 10 *s.* 6 *d.* „	4,021	
	Kept by rectors, vicars, or curates - - 10 *s.* 6 *d.* „	4,281	
	Kept by Roman Catholic priests or Dissenting ministers - - - - 10 *s.* 6 *d.* „	505	
	Kept by physicians, surgeons, and apothecaries - - - - - - - 10 *s.* 6 *d.* „	2,602	
	Used in trade - - - - - 10 *s.* 6 *d.* „	207,328	
	Used by common carriers - - - 10 *s.* 6 *d.* „	14,440	
	Under 13 hands, used for riding and drawing carriages, chargeable with duty - - 10 *s.* 6 *d.* „	60,022	
	Under 13 hands, used in trade - - 5 *s.* 3 *d.* „	23,156	

INLAND REVENUE—TAXES—*continued.*

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.		Quantities Taxed.	Total Gross Sum Produced.
ASSESSED TAXES—*contd.*			*Number.*	£. s. d.
Schedule (G) Dogs	Packs of hounds, consisting of 66 or more	39*l.* 12*s* per ann.	93	231,665 1 5
	Packs of greyhounds, consisting of 15 or more	9 *l.* „	32	
	Other descriptions of dogs	12 *s.* „	387,874	
Schedule (H) Horse-dealers	Carrying on business within the bills of mortality	27 *l.* 10 *s.* „	59	15,987 17 4
	Other horse dealers	13 *l.* 15 *s.* „	1,070	
Schedule (I) Hair Powder	Using or wearing hair powder	1 *l.* 3 *s.* 6 *d.* „	862	991 9 5
Schedule (K) Armorial Bearings	Persons assessed for any carriage at the rate of 3 *l.* 10 *s.*	2 *l.* 12 *s.* 9 *d.* „	15,077	65,033 19 6
	Other persons	13 *s.* 2 *d.* „	40,526	
		On Incomes of £.100 a Year and upwards.	Amount of Property and Income Assessed.	
INCOME TAX:			£.	
Schedule (A)	In respect of lands, tenements, &c.	4 *d.* in the £.	154,119,601	5,742,578 11 $8\frac{3}{4}$
	In respect of the occupation of lands:			
Schedule (B)	England	2 *d.* „	28,824,252	
	Scotland and Ireland	$1\frac{1}{2}$ *d.* „	6,668,163	
	In respect of nurseries and market gardens	4 *d.* „	69,540	
	In respect of composition for tithes and tithes leased	$1\frac{1}{7}$ *d.* „	2,320	
Schedule (C)	In respect of annuities, dividends, &c.	4 *d.* „	33,070,680	
Schedule (D)	In respect of professions, trades, employments, &c.	4 *d.* „	120,147,695	
Schedule (E)	In respect of public offices	4 *d* „	21,528,302	
		TOTAL £.		9,238,214 5 $2\frac{1}{2}$

SUMMARY.

	£.	s.	d.
EXCISE	21,514,131	6	$8\frac{3}{4}$
STAMPS	9,601,104	10	$8\frac{1}{4}$
TAXES*	9,238,214	5	$2\frac{1}{2}$
TOTAL £.	40,353,450	2	$7\frac{1}{2}$

* *Note.*—The amounts given in this Return as the "Quantities Taxed" are in respect of the assessment for the year ended 5th April 1866. The "Total Gross Sum Produced" arises partly from the assessment for that year, and partly from the assessment for the year ended 5th April 1867.

Aggregate amount of Revenue of Excise, Stamps, and Taxes for the year ending 31st day of March 1866 - - - - - - - - - - £. 40,469,487 8 $9\frac{3}{4}$.

Inland Revenue Office, Somerset House, 15 January 1868.

Fredk. Gripper, Acct^t. and Cont^r. Gen^l.

TAXES AND IMPOSTS.

RETURN of Rates of all Taxes and Imposts from which the Imperial Revenue of the United Kingdom was raised, together with the Gross Amount yielded by each Tax or Impost, showing the Total Gross Revenue in the Year ending 31 March 1867; and, of the Aggregate Amount of Revenue for the previous Year.

(*Mr. Bazley.*)

Ordered, by The House of Commons, *to be Printed,*
14 *August* 1867.

TREASURE TROVE

RETURN to an Order of the Honourable The House of Commons, dated 25 July 1867;—*for*,

RETURNS "of all Objects coming under the Denomination of TREASURE TROVE which have been claimed by the SOLICITOR of the TREASURY on behalf of the CROWN, between the 10th day of May 1866 and the 10th day of May 1867, setting forth the Date of each Claim, Description of Treasure, Estimated Value, and how Disposed of (in continuation of Parliamentary Paper, No. 354, of Session 1866);"

"And, of all Objects of TREASURE TROVE Unaccounted for from the 1st day of January 1859 to the 10th day of May 1867."

RETURN of all Objects coming under the Denomination of TREASURE TROVE which have been claimed by the SOLICITOR of the TREASURY on behalf of the CROWN, between the 10th day of May 1866 and the 10th day of May 1867, setting forth the Date of each Claim, Description of Treasure, Estimated Value, and how Disposed of (in continuation of Parliamentary Paper, No. 354, of Session 1866).

DATE OF CLAIM.	DESCRIPTION OF TREASURE.	ESTIMATED VALUE.	HOW DISPOSED OF.
		£. s. d.	
August 1863 -	5 Rose nobles found at Westminster.	7 10 –	Sold by the authority of the Lords of the Treasury, and proceeds remitted to Paymaster General, to be carried to the "Treasure Trove Account."
24 Oct. 1866 -	2,940 silver coins found at Stamford, Lincolnshire.	95 3 –	Undisposed of.
29 Dec. 1866 -	1,797 silver coins and some fragments found at Chancton (near Parham), Sussex.	44 18 6	120 sent to the Rev. James Beck, Rector of Parham, partly for presentation to local museums, and partly for himself. 78 and some fragments also sent to Mr. Beck. 100 given to Mr. Botting, of Chancton, on whose farm the coins were found. 681 purchased by the British Museum. Remainder sold by the authorities of the British Museum. Proceeds remitted to Paymaster General, to be carried to the "Treasure Trove Account."

RETURN of all Objects of TREASURE TROVE unaccounted for from the 1st day of January 1859 to the 10th day of May 1867.

November 1860 - - -	7 Silver coins found at Kibworth.
May - 1865 - - -	180 Silver coins „ Grantham.
October - 1866 - - -	2,940 Ditto - „ Stamford.

Treasury Chambers,
5 August 1867.

GEORGE WARD HUNT.

TREASURE TROVE.

RETURN of all Objects coming under the Denomination of TREASURE TROVE which have been claimed by the SOLICITOR of the TREASURY on behalf of the CROWN, between 10 May 1866 and 10 May 1867; setting forth the Date of each Claim, Description of Treasure, Estimated Value, and how Disposed of (in continuation of Parliamentary Paper, No. 354, of Session 1866); &c.

(*Sir Jervoise Clarke Jervoise.*)

Ordered, by The House of Commons, *to be Printed,*
6 *August* 1867.

TREASURY CHEST:

1865-66.

(LATE COMMISSARIAT CHEST ACCOUNT.)

AN ACCOUNT showing all the SUMS which have been Received into the TREASURY CHEST, and which have been Paid out of the same, between the 1st April 1865 and the 31st March 1866, and of the ASSETS and LIABILITIES of the CHEST on the latter Day.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT., c. 127.)

Ordered, by The House of Commons, *to be Printed,*
14 *March* 1867.

AN ACCOUNT showing all the Sums which have been Received into the Treasury and the 31st March 1866; prepared by the Commissioners for

Dr.

	£. s. d.	£. s. d.
To Cash Balance on 1st April 1865:		
Cash in the hands of the Paymaster General and in the several Treasury Chests abroad on that day, &c. as shown in the Explanatory Statement of the Cash Balance in the Treasury Chest Account, for 1864–65		792,784 17 11
1.—MONEY RAISED IN THE YEAR 1865–66.		
To Consignments of Specie:		
Amount of Specie received at the several Stations abroad from England, and in England from Stations abroad	247,235 7 11	
To Treasury Bills Drawn:		
Amount of Bills drawn upon Her Majesty's Treasury by Treasury Chest Officers abroad	2,949,506 9 5	
		3,196,741 17 4
2.—SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.		
To Profit on Transactions Connected with Raising Money for the several Treasury Chests:		
Net amount of premium on bills negotiated by Treasury Chest Officers abroad, of gain by exchange, and Interest on Bank Deposits	7,152 12 3	
Deduct Loss, viz.:		
On consignments of Dollars from England to China (£. s. d. 1,112 12 11)		
On a consignment of Uncurrent Coins from Gibraltar to England (Treasury Letter, 3rd May 1866) (2 16 6)		
On the Sale of Unserviceable Coins in China (Treasury Letter, 14th October 1865) (33 10 11)		
On Dollars issued in China for certain Army and Consular Services, at the rate of 4 *s.* 2 *d.* each, subsequently to the adoption of the Improved Rate of 4 *s.* 3 *d.* (Treasury Letters, 12th April 1865, and 23rd June 1866) (419 16 11)		
On a Robbery at the Oriental Bank in China (Treasury Letter, 25th October 1865) (74 3 3)		
	1,643 – 6	
Net Profit £.	5,509 11 9	
To Convict Services:		
Amount realised in the Year 1865–66:		
For Rent of Coal Mines in Tasmania (200 – –)		
For Rent of Gunpowder warehoused by Merchants in Her Majesty's Magazines in Western Australia (10 15 11)		
	210 15 11	
To Consular Services in China:		
Amount realised in the Year 1865-66 on account of the Sale and Rent of Land, Fees, Fines, and Forfeitures, &c., paid over by Consular Officers	21,366 1 5	
To Army Services:		
Amount paid into Treasury Chests abroad, on War Office Receivable Orders, &c. to be paid over to the Secretary of State for War	476,740 2 3	
To Naval Services:		
Amount paid into Treasury Chests abroad for proceeds of the Sale of old Stores, &c. to be paid over to the Admiralty	1,829 8 10	
To Post Office Revenue:		
Revenue, &c. received Abroad, and paid into the Treasury Chest for Remittance to the Receiver General of the Post-office	291,548 13 3	
Carried forward £.	797,204 13 5	3,989,526 15 3

CHEST, and which have been Paid out of the same, between the 1st April 1865 Auditing the Public Accounts, pursuant to Act 24 & 25 Vict. c. 127.

Cr.

	£. s. d.	£. s. d.	£. s. d.
1.—PAYMENTS ON ACCOUNT OF MONEY RAISED.			
BY CONSIGNMENTS OF SPECIE:			
Payments to the Mint for Specie sent to Stations abroad	193,100 – –		
Specie remitted from Gibraltar to England	10 1 7		
		193,110 1 7	
BY TREASURY BILLS PAID:			
Bills paid by the Paymaster General		3,152,921 2 6	
			3,346,031 4 1
2.—PAYMENTS ON ACCOUNT OF SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.			
BY PROFIT ON TRANSACTIONS CONNECTED WITH RAISING MONEY FOR THE SEVERAL TREASURY CHESTS:			
Net amount realised in 1864–65, paid over to the Exchequer		4,162 7 6	
BY CONVICT SERVICES:			
Amounts paid over to the Exchequer on account of the Sale of Surplus Provisions and Clothing received from Convict Ships, the Sale of Old Stores, &c.:			
	£. s. d.		
Amount realised in the Year 1863-64	812 5 3		
Amount realised in the Year 1864–65	3,619 1 6		
		4,431 6 9	
BY CONSULAR SERVICES IN CHINA:			
Amount paid over to the Exchequer on account of Fees, Rent of Land, and Fines and Forfeitures, received from Consular Officers in China, in the year 1864–65		4,834 1 3	
BY ARMY SERVICES:			
Amount paid over to the Secretary of State for War		397,035 12 1	
BY NAVAL SERVICES:			
Amount paid over to the Admiralty		42,957 2 1	
BY POST OFFICE REVENUE:			
Amount paid over to the Post Office:			
	£. s. d.		
In this Country	342,512 3 2		
In the Colonies	220 10 11		
		342,732 14 1	
Carried forward £.		796,153 3 9	3,346,031 4 1

Dr. AN ACCOUNT showing all the Sums which have been Received into the Treasury Chest, - - -

	£. s. d.	£. s. d.
Brought forward - - -	797,204 13 5	3,989,526 15 3
2.—SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.—*continued.*		
To CAPTURED SLAVE VESSELS:		
Proceeds of the Sale of Slave Vessels condemned in the Vice-Admiralty Courts abroad, paid into the Treasury Chest - - - - -	179 16 2	
To REMITTANCES:		
Sums deposited in the Treasury Chest by Officers of the Convict Establishment at Gibraltar for Remittance to this Country - -	449 11 2	
To SALES OF LAND (BERMUDA):		
Proceeds of Quit Rent and Sale of Crown Lands paid into the Treasury Chest at Bermuda - - - - - - - - -	474 12 -	
To CHINESE INDEMNITY:		
	£. s. d.	
Amount received in 1865-66 under the Convention of Pekin - - - - - - - -	482,797 13 7	
Repayment from the Vote for Services in China, &c., of a Loss by Exchange, incurred at Tientsin	14 15 3	
Net Gain by Exchange - - - - - -	5,655 7 6	
		488,467 16 4
To COLONIAL GOVERNMENTS:		
Sums deposited in the Chest on their account, and Sums received from them for payment to their Agents in England, viz.:		
	£. s. d.	
Bahamas - - - - - - - - -	3,258 6 5	
British Guiana - - - - - -	19,459 10 10	
British Kaffraria - - - - - -	3,017 5 -	
Cape of Good Hope - - - - -	34 - -	
Ceylon - - - - - - - - -	125,263 1 4½	
Gambia - - - - - - - - -	452 - -	
Gibraltar - - - - - - - -	4,053 15 -	
Jamaica - - - - - - - -	35,489 16 10	
Malta - - - - - - - - -	13,200 - -	
Natal - - - - - - - - -	4,800 - -	
Nova Scotia - - - - - - -	42 8 10	
St. Helena - - - - - - - -	22,929 7 2¼	
St. Lucia - - - - - - - -	2,008 12 -	
Sierra Leone - - - - - - -	7,050 - -	
Trinidad - - - - - - - -	40,000 - -	
Victoria - - - - - - - -	48,622 17 4	
Western Australia - - - - - -	3,000 - -	
		332,681 - 9¾
To VARIOUS SMALL DEPOSITS IN THE TREASURY CHEST FOR REMITTANCE, &c. - - - - - - - - - - - - -		1,685 17 3
		1,621,143 7 1¼
Carried forward - - - £.	- - -	5,610,670 2 4¾

- - and which have been Paid out of the same, between 1st April 1865 and 31st March 1866—*continued.* *Cr.*

	£. s. d.	£. s. d.
Brought forward - - -	796,153 3 9	3,346,031 4 1
2.—PAYMENTS ON ACCOUNT OF SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.—*continued.*		
By Captured Slave Vessels:		
Amount repaid on account of the Proceeds of the Sale of Condemned Slave Vessels - - - - - - - - - - -	1,197 7 1	
By Remittances:		
Amount repaid in respect of Deposits in the Treasury Chest at Gibraltar - - - - - - - - - - - -	427 4 6	
By Sales of Land (Bermuda):		
Amount repaid in respect of Deposits in the Treasury Chest, Bermuda - - - - - - - - - - - -	474 12 –	
By Chinese Indemnity:		
Amount paid to Her Majesty's Exchequer - - £. 422,712 – –		
Amount paid to Claimants, in compensation for Property destroyed - - - - - - 11,716 – 8		
Incidental Expenses - - - - - - 512 14 2	434,940 14 10	
By Colonial Governments:		
Repayment of Sums deposited in the Chest on their Account, and Sums paid to their Agents in England, viz.: £. s. d.		
Bahamas - - - - - - - 3,258 6 5		
Barbados - - - - - - - 49 – –		
British Columbia - - - - - - 1,672 3 8		
British Guiana - - - - - - 19,459 10 10		
British Kaffraria - - - - - - 3,017 5 –		
Ceylon - - - - - - - 142,842 6 11¾		
Gibraltar - - - - - - - 4,053 15 –		
Ionian Islands - - - - - - 2 11 3		
Jamaica - - - - - - - 28,734 5 11		
Malta - - - - - - - 14,200 – –		
Mauritius - - - - - - - 3 14 6		
Natal - - - - - - - 5,800 – –		
New South Wales - - - - - 3 8 10		
St. Helena - - - - - - - 22,091 5 5		
St. Lucia - - - - - - - 2,008 12 –		
Sierra Leone - - - - - - 4,050 – –		
Trinidad - - - - - - - 30,000 – –		
Victoria - - - - - - - 53,506 14 4		
Western Australia - - - - 2,000 – –		
	336,753 – 1¾	
By Various Small Repayments - - - - - -	1,799 14 1	
		1,571,745 16 4¾
Carried forward - - - £.	- - -	4,917,777 – 5¾

Dr. AN ACCOUNT showing all the Sums which have been Received into the Treasury Chest, - - -

	£. s. d.	£. s. d.
Brought forward - - -	- - -	5,610,670 2 4¾
3.—SUMS RECEIVED IN REPAYMENT OF ADVANCES FROM THE TREASURY CHEST.		
TO SUMS RECEIVED OUT OF VOTES OF PARLIAMENT, IN REPAYMENT OF ADVANCES FOR THE FOLLOWING SERVICES:		
To ARMY:	£. s. d.	
Effective Services - - - - - -	2,915,177 19 1	
Non-Effective Services - - - - -	37,022 19 7	
	2,952,200 18 8	
To NAVY:		
Effective Services - - - - - -	1,148,877 13 –	
Non-Effective Services - - - - -	12,852 6 4	
	1,161,729 19 4	
To MISCELLANEOUS:		
CIVIL ESTABLISHMENTS AND EXPENSES:		
Bermuda - - - - - - -	681 14 8	
Clergy in North America - - - -	2,924 14 7	
Indian Department, Canada - - -	874 8 4	
Governors: West Indies, &c. - - -	633 4 6	
Stipendiary Justices - - - - -	6,494 1 –	
West Coast of Africa Settlements - -	4,000 – –	
St. Helena - - - - - - - -	1,352 6 6	
Orange River Territory - - - -	300 – –	
Pitcairn's Islanders - - - - -	461 17 6	
Freight of Specie, for Treasury Chests - -	676 1 10	
Captured Negroes Support, &c. - - -	23,375 16 10	
Services in China and Japan - - -	142,905 17 8	
British Columbia - - - - - -	10,704 16 7	
	195,386 5 –	
CONVICT SERVICES - - - - - - - - - -	383,932 19 8	
MINERALOGICAL SURVEY: WEST INDIES - - - - -	292 3 6	
LIGHTHOUSES ABROAD - - - - - - - - -	6,256 – 1	
LOCAL PENSIONS: CANADA - - - - - - - -	127 15 –	
SUPERANNUATION ALLOWANCES - - - - - - -	8,956 6 5	
IRISH CONSTABULARY PENSIONS - - - - - -	3,468 13 5	
POSTMASTER GENERAL:		
Packet Service - - - - - - - - - -	63,000 – –	
Carried forward - - - £.	4,725,351 1 1	5,610,670 2 4¾

- - and which have been Paid out of the same, between 1st April 1865 and 31st March 1866—*continued.* *Cr.*

	£. s. d.	£. s. d.
Brought forward - - -	- - -	4,917,777 – 5¾
3.—ADVANCES FROM THE TREASURY CHEST, TO BE REPAID.		
BY ADVANCES IN THE YEAR 1865-66, TO BE REPAID OUT OF THE VOTES OF PARLIAMENT, FOR THE FOLLOWING SERVICES:		
By Loss on Transactions connected with raising Money for the several Treasury Chests in 1865-66. (*See* Profit, at page 2.)		
BY ARMY:	£. s. d.	
Effective Services - - - - - -	3,310,856 – 2	
Non-Effective Services - - - - -	38,391 2 11	
	3,349,247 3 1	
BY NAVY:		
Effective Services - - - - - -	1,164,215 8 10	
Non-Effective Services - - - - -	12,738 3 10	
	1,176,953 12 8	
BY MISCELLANEOUS:		
CIVIL ESTABLISHMENTS AND EXPENSES:		
Bermuda - - - - - - -	686 17 7	
Clergy in North America - - - -	2,819 10 6	
Indian Department, Canada - - -	886 3 6	
Governors: West Indies, &c. - - -	637 15 3	
Stipendiary Justices - - - - -	6,056 10 5	
West Coast of Africa: Settlements - -	2,500 – –	
St. Helena - - - - - -	1,025 5 7	
Ditto, 1849 - - - - - -	1,571 4 –	
Orange River Territory - - - -	300 – –	
Pitcairn's Islanders - - - - -	367 14 2	
Freight of Specie for Treasury Chests -	517 – –	
Captured Negroes Support, &c. - - -	10,604 11 10	
Services in China and Japan - - -	105,816 9 2	
Jamaica Commission - - - -	656 6 –	
	134,445 8 –	
CONVICT SERVICES - - - - - - - - - -	112,640 2 5	
MINERALOGICAL SURVEY: WEST INDIES - - - - -	533 9 11	
LIGHTHOUSES ABROAD - - - - - - - - -	7,741 2 6	
LOCAL PENSIONS: CANADA - - - - - - -	131 17 1	
SUPERANNUATION ALLOWANCES - - - - - -	8,804 1 2	
IRISH CONSTABULARY PENSIONS - - - - - -	3,571 5 6	
POSTMASTER GENERAL: PACKET SERVICE - - - -	11,375 – –	
Carried forward - - - £.	4,805,443 2 4	4,917,777 – 5¾

Dr. AN ACCOUNT showing all the Sums which have been Received into the Treasury Chest, - - -

	£.	s.	d.	£.	s.	d.
Brought forward - - -	4,725,351	1	1	5,610,670	2	4¾
3.—SUMS RECEIVED IN REPAYMENT OF ADVANCES FROM THE TREASURY CHEST—*continued.*						
TO SUMS RECEIVED FROM REVENUE DEPARTMENTS:						
From the Customs - - - - -	5,422	11	–			
From the Inland Revenue - - - -	1,636	14	11			
	7,059	5	11			
TO SUMS RECEIVED FROM THE INDIAN GOVERNMENT:						
In Repayment of Advances abroad - - - - - -	7,745	14	3			
TO INDIAN TROOPS IN CHINA:						
Amount repaid to the Treasury Chest and charged against the Votes of Credit for the China War - - - - - - - -	66,376	15	11			
TO SUMS RECEIVED OUT OF COLONIAL FUNDS:						
In Repayment of Advances on account of the following Colonies:						
Canada - - - - - -	3	–	2			
Cape of Good Hope - - - -	15	–	–			
Lagos - - - - - -	1,000	–	–			
Mauritius - - - - -	2,178	18	6			
New South Wales - - - -	7	–	–			
New Zealand - - - - -	258,929	5	9			
Nova Scotia - - - - -	170	7	9			
Victoria - - - - - -	204	8	10			
	262,508	1	–			
TO SUMS RECEIVED IN REPAYMENT OF VARIOUS SMALL ADVANCES -	174	14	3			
				5,069,215	12	5
			£.	10,679,885	14	9¾

Audit Office,
26 February 1867.

- - - and which have been Paid out of the same, between 1st April 1865 and 31st March 1866—*continued.* *Cr.*

	£. s. d.	£. s. d.
Brought forward - - -	4,805,443 2 4	4,917,777 – 5¾
3.—ADVANCES FROM THE TREASURY CHEST TO BE REPAID—*continued.*		
BY ADVANCES TO BE REPAID BY REVENUE DEPARTMENTS:		
Pensions paid Abroad on account of the Customs	£. s. d. 5,339 3 –	
Pensions paid Abroad on account of the Inland Revenue - - - - - - - - -	1,678 19 7	
	7,018 2 7	
BY ADVANCES ON ACCOUNT OF THE INDIAN GOVERNMENT:		
Payments on account of Pensions, &c. - - -	8,038 14 6	
Additional Allowances to certain Pensioners of the St. Helena Establishment - - -	26 8 –	
	8,065 2 6	
BY WAR WITH CHINA:		
Amount chargeable against this Vote in respect of Advances to Indian Troops in China -	66,376 15 11	
Less,—Repayments by the Navy on account of expenditure incurred by the Government of India, for which that Government was reimbursed out of the Votes of Credit - -	5,217 13 4	
	61,159 2 7	
BY THE CONSOLIDATED FUND:		
Amount advanced to pay the Interest on Debentures of the Guaranteed Loan to New Zealand - - - - - -	7,500 – –	
BY ADVANCES TO BE REPAID OUT OF COLONIAL FUNDS:		
On account of the following Colonies:		
Canada - - - - - - - -	– 2 –	
Cape of Good Hope - - - -	41 13 4	
Lagos - - - - - - - -	1,600 – –	
Mauritius - - - - - - -	78 11 1	
New South Wales - - - - -	7 – –	
Nova Scotia - - - - - -	258 16 9	
	1,986 3 2	
BY VARIOUS SMALL ADVANCES TO BE REPAID - - - - -	2,390 7 –	
		4,893,562 – 2
BY CASH BALANCE on 31 March 1866, as explained in the Statement at page 16 - - -		868,546 14 2
	£.	10,679,885 14 9¾

By order of the Board,

Charles L. Ryan,
Secretary.

AN ACCOUNT showing the LIABILITIES and ASSETS - - - -

Dr. LIABILITIES.

	£. s. d.	£. s. d.
To TREASURY BILLS:		
Amount of Bills drawn by Treasury Chest Officers Abroad Outstanding:		
Drawn in the Year 1846-47 - - -	895 8 3	
Ditto - 1848-49 - - -	80 – –	
Ditto - 1850-51 - - -	100 – –	
Ditto - 1851-52 - - -	61 – –	
Ditto - 1852-53 - - -	350 – –	
Ditto - 1853-54 - - -	69 5 3	
Ditto - 1854-55 - - -	111 2 11	
Ditto - 1856-57 - - -	25 – –	
Ditto - 1859-60 - - -	656 – 3	
Ditto - 1860-61 - - -	514 14 10	
Ditto - 1861-62 - - -	1,799 6 4	
Ditto - 1862-63 - - -	2,338 17 5	
Ditto - 1863-64 - - -	2,897 10 10	
Ditto - 1864-65 - - -	2,999 – –	
Ditto - 1865-66 - - -	595,926 6 2	
	- - -	608,823 12 3
To SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.: Due to—		
THE SECRETARY OF STATE FOR WAR:		
Deposited in the Chest by Army Accountants, &c.:		
In the Year 1862-63 - - - -	198 – 5	
Ditto - 1863-64 - - - -	191 5 9	
Ditto - 1864-65 - - - -	293 9 3	
Ditto - 1865-66 - - - -	236,740 2 3	
	237,422 17 8	
THE BOARD OF ADMIRALTY:		
Old Stores, &c. Sold:		
Deposited in the Chest in the Year 1859-60 -	54 8 1	
Ditto - - ditto - 1864-65 -	1,877 18 5	
Ditto - - ditto - 1865-66 -	1,829 8 10	
	3,761 15 4	
THE POSTMASTER GENERAL:		
Revenue, &c. paid into Chests abroad:		
Deposited in the Chest in the Year 1864-65 -	443 18 10	
Ditto - - ditto - 1865-66 -	55,848 15 6	
	56,292 14 4	
Carried forward - - - £.	297,477 7 4	608,823 12 3

- - - - of the TREASURY CHEST, on the 31st March 1866.

ASSETS.						Cr.		
				£.	s.	d.	£.	s. d.
BY CASH due by Officers acting as Paymasters for the Treasury Chest, &c.:								
Balance due by the Paymaster General and by the several Treasury Chest Officers at Stations Abroad on the 31st March 1866, as shown at the foot of the General Cash Account for the Year 1865-66, at page 9, and detailed in the Explanatory Statement of Cash Balances at page 16 - - - - - - - - -							868,546	14 2
BY SPECIE IN TRANSIT:								
Specie consigned to Officers in charge of Treasury Chests Abroad, and from Foreign Stations to this Country—								
In the Year 1865-66 - - - - - - - - -							17,010	1 7
BY ADVANCES FROM THE TREASURY CHEST:								
Due from VOTES OF PARLIAMENT for the following Services:								
ARMY:				£.	s.	d.		
Effective Services, advanced in the Year 1862-63				14,271	15	11		
Ditto - - - ditto - 1863-64				3,314	8	1		
Ditto - - - ditto - 1864-65				643,168	19	8		
Ditto - - - ditto - 1865-66				408,149	12	7		
Non-Effective Services - ditto - 1864-65				15	18	4		
Ditto - - - ditto - 1865-66				20,390	11	4		
							1,089,311	5 11
NAVY:				£.	s.	d.		
Effective Services, advanced in the Year 1863-64				3	8	–		
Ditto - - - ditto - 1864-65				104	16	4		
Ditto - - - ditto - 1865-66				324,342	3	9		
Non-Effective Services - ditto - 1864-65				37	3	9		
Ditto - - - ditto - 1865-66				6,966	14	5		
							331,454	6 3
POSTMASTER GENERAL: PACKET SERVICE:								
Advanced in the Year 1865-66 - New Zealand - - -							8,125	– –
			Carried forward - - - £.				1,428,890	12 2
							885,556	15 9

AN ACCOUNT showing the Liabilities and Assets - - - - - -

Dr. LIABILITIES.

	£.	s.	d.	£.	s.	d.
Brought forward - - -				297,477	7	4	608,823	12	3
To Sums received into the Treasury Chest, for Remittance, &c.—*continued.*									
Due to—									
PROCEEDS OF THE SALE OF SLAVE VESSELS:	£.	s.	d.						
Deposited in the Chest in the Year 1860–61 - -	48	17	–						
Ditto - - ditto - 1864–65 - -	487	8	2						
Ditto - - ditto - 1865–66 - -	170	16	7						
				707	1	9			
REMITTANCES:									
Deposited in the Chest at Gibraltar in 1865–66 - - - -				22	6	8			
CHINESE INDEMNITY:									
Deposited in the Chest in the Year 1865–66 - - - -				250,184	16	10			
CHINESE INDEMNITY FOR PRISONERS, &c.:									
Deposited in the Chest in the Year 1861–62 - - - -				20	8	4			
JAPANESE INDEMNITY:									
Deposited in the Chest in the Year 1864–65 - - - -				–	5	9			
COLONIAL GOVERNMENTS:									
Sums received on their Account, not yet repaid:	£.	s.	d.						
Cape of Good Hope - {deposited in the Chest in the Year - 1865–66}	54	–	–						
Ceylon - - - ditto - 1865–66	1,254	7	11¾						
Gambia - - - ditto - 1865–66	452	–	–						
Honduras - - - ditto - 1864–65	38	16	–						
Jamaica - - - ditto - 1865–66	7,578	15	5						
Mauritius - - - ditto - 1864–65	9	–	–						
Nova Scotia - - ditto - 1865–66	42	8	10						
St. Helena - - - ditto - 1865–66	393	13	1						
Sierra Leone - - ditto - 1865–66	3,000	–	–						
Trinidad - - - ditto - 1865–66	10,000	–	–						
Victoria - - - ditto - 1861–62	13	1	4						
Ditto - - - ditto - 1862–63	16	2	2						
Western Australia - ditto - 1865–66	1,000	–	–						
				23,832	4	9¾			
Carried forward - - - £.				572,244	11	5¾	608,823	12	3

- - - - - - of the Treasury Chest, on the 31st March 1866—*continued.*

ASSETS. *Cr.*

	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	- - -	1,428,890 12 2	885,556 15 9
By Advances from the Treasury Chest—*continued.*			
Due from Votes of Parliament for the following Services—*continued.*			
MISCELLANEOUS ESTIMATES.			
CIVIL ESTABLISHMENTS.			
Bermuda - advanced in the Year 1865-66	686 17 7		
Clergy in North America ditto - 1865-66	2,819 10 6		
Indian Department, Canada ditto - 1865-66	886 3 6		
Governors, West Indies, &c. ditto - 1865-66	637 15 3		
Stipendiary Justices - ditto - 1865-66	6,056 10 5		
West Coast of Africa - ditto - 1865-66	2,500 – –		
St. Helena - - - ditto - 1849	1,571 4 –		
Ditto - - - ditto - 1865-66	1,025 5 7		
Orange River Territory - ditto - 1865-66	300 – –		
Pitcairn's Islanders - - ditto - 1865-66	367 14 2		
Freight of Specie for Treasury Chests - ditto - 1865-66	517 – –		
Captured Negroes, &c. - ditto - 1865-66	604 11 10		
Services in China and Japan - - ditto - 1865-66	45,816 9 2		
Jamaica Commission - ditto - 1865-66	656 6 –		
		64,445 8 –	
CONVICT SERVICES, advanced in the Year 1865-66	- - -	12,640 2 5	
MINERALOGICAL SURVEY, WEST INDIES - - - advanced in the Year 1865-66	- - -	533 9 11	
LIGHTHOUSES ABROAD - ditto - 1865-66	- - -	3,181 19 2	
LOCAL PENSIONS, CANADA, - ditto - 1865-66	- - -	131 17 1	
SUPERANNUATION ALLOWANCES, ditto - 1865-66	- - -	8,517 19 4	
IRISH CONSTABULARY PENSIONS, ditto - 1864-65	12 4 3		
Ditto - - ditto - 1865-66	1,890 6 7		
		1,902 10 10	
Due from REVENUE DEPARTMENTS:			
Advances on account of the Customs in the Year - - - - - - 1865-66	2,796 4 5		
Ditto - Inland Revenue ditto 1865-66	893 6 9		
		3,689 11 2	
Carried forward - - - £.		1,523,933 10 1	885,556 15 9

AN ACCOUNT showing the Liabilities and Assets - - - - - -

Dr. LIABILITIES.

	£. s. d.	£. s. d.
Brought forward - - -	572,244 11 5¾	608,823 12 3
To Sums received into the Treasury Chest, for Remittance, &c.—*continued.*		
Due to—		
HER MAJESTY'S EXCHEQUER:		
Net Profit on transactions connected with raising Money for the several Treasury Chests, realised in the year 1865-66 (including ¼ *d.* short paid over for the previous year) - - - - -	5,509 11 9¼	
Amount realised in the year 1865-66 for Rent of Coal Mines in Tasmania, and Rent of Gunpowder in Western Australia; paid over by Convict Accountants - - - - - - -	210 15 11	
Amount realised in the year 1865-66 on account of the Sale and Rent of Land, Fees, Fines, and Forfeitures, &c.; paid over by Consular Officers in China - - - - - - - -	21,366 1 5	
WAR WITH CHINA:		
Balance of Votes for extraordinary expenses - - - -	32,657 19 5	
BRITISH COLUMBIA:		
Amount received from the Crown Agents, in the year 1865-66, in excess of the Advances from the Chest on account of the Parliamentary Votes for this Colony - - - - - - -	1,427 10 2	
Due on Account of Various SMALL DEPOSITS - - - - -	1,342 13 5	
		634,759 3 7
TOTAL LIABILITIES - - - - -	- - -	1,243,582 15 10
To BALANCE, being the Surplus of Assets available for carrying on the Service of the Chest, on 31st March 1866 - - - - - -	- - -	1,300,000 - -
	£.	2,543,582 15 10

Audit Office,
26 February 1867.

- - - - - of the Treasury Chest, on the 31st March 1866—*continued.*

ASSETS. *Cr.*

	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -		1,523,933 10 1	885,556 15 9
By Advances from the Treasury Chest—*continued.*			
Due from the SECRETARY of STATE for INDIA in Council:			
Advances for Pensions, &c., in the year 1865–66	- - -	6,153 11 6	
Due from COLONIAL FUNDS:			
Advances on account of the following Colonies:			
British Kaffraria, advanced in the Year - - - - - 1857–58	2,831 – –		
Canada - - ditto - - 1865–66	– 2 –		
Cape of Hood Hope ditto - - 1865–66	41 13 4		
Gold Coast - - ditto - - 1861–62	600 17 9		
Ditto - - ditto - - 1863–64	1,934 12 8		
Lagos - - - ditto - - 1865–66	600 – –		
Mauritius - - ditto - - 1864–65	7 – –		
Nova Scotia - ditto - - 1865–66	58 15 10		
Victoria - - ditto - - 1854–55	21 – –		
Ditto - - ditto - - 1857–58	178 4 5		
		6,273 6 –	
Due on account of Advances connected with the WAR in CHINA, 1840–43:			
Advanced in the Year - - - 1846–47	22,423 3 2		
Ditto - - - - - 1847–48	12,722 6 7		
Ditto - - - - - 1848–49	1,191 15 10		
		36,337 5 7	
Due in respect of Advances in China on account of INDIAN TROOPS between 1856–57 and 1861–62 - - - - - - - -		77,021 11 5	
DUE from the CONSOLIDATED FUND:			
Advanced in the Year 1865–66 - - - - - -		7,500 – –	
Due on account of various SMALL ADVANCES - - - - -		806 15 6	
			1,658,026 – 1
		£.	2,543,582 15 10

By Order of the Board,

Charles L. Ryan,
Secretary to the Commissioners for
Auditing the Public Accounts.

EXPLANATORY STATEMENT of the CASH BALANCE on the 31st MARCH 1866.

	Number of Chests at each Station among which the Balance is divided.	Cash in the Hands of Treasury Chest Officers.	Add Money in Transit.	TOTAL.	Deduct Outstanding Remittances, to which the foregoing Balances are liable.	Net Balance as shown in the foregoing Account, at page 9.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Her Majesty's Paymaster General	1	289,789 9 11	- - -	289,789 9 11	- - -	289,789 9 11
The Treasury Chest Officer at Bahamas	1	6,614 - 9	175 - -	6,789 - 9	- - -	6,789 - 9
Bermuda	1	11,192 18 5	4 19 4	11,197 17 9	- - -	11,197 17 9
Canada	6	81,675 1 2	- - -	81,675 1 2	4 12 9	81,670 8 5
Cape of Good Hope	5	42,402 12 7	535 10 -	42,938 2 7	464 2 8	42,473 19 11
China and Japan	2	94,240 - 9	- - -	94,240 - 9	4 4 8	94,235 16 1
Gambia	1	340 19 4	- - -	340 19 4	15 - -	325 19 4
Gibraltar	1	16,345 12 5	- - -	16,345 12 5	- - -	16,345 12 5
Gold Coast	1	1,140 2 4	- - -	1,140 2 4	- - -	1,140 2 4
Honduras	1	2,547 13 5	- - -	2,547 13 5	- - -	2,547 13 5
Lagos	1	184 10 9	- - -	184 10 9	- - -	184 10 9
Malta	1	24,563 19 5	- - -	24,563 19 5	- - -	24,563 19 5
Mauritius	2	13,715 11 1	- - -	13,715 11 1	- - -	13,715 11 1
Newfoundland	1	83 18 6	- - -	83 18 6	- - -	83 18 6
New Zealand	3	82,537 9 9	- - -	82,537 9 9	6 10 -	82,530 19 9
Nova Scotia, &c.	3	71,638 16 1	12,000 - -	83,638 16 1	- 14 10	83,638 1 3
St. Helena	1	10,325 19 8	- - -	10,325 19 8	- - -	10,325 19 8
Sierra Leone	1	1,935 10 -	- - -	1,935 10 -	- - -	1,935 10 -
Tasmania	1	5,923 10 1	- - -	5,923 10 1	- - -	5,923 10 1
Victoria, New South Wales, and South Australia	3	41,890 5 8	- - -	41,890 5 8	- - -	41,890 5 8
Western Australia	2	27,066 10 5	- - -	27,066 10 5	11 18 7	27,054 11 10
West Indies	3	30,177 14 5	- - -	30,177 14 5	5 18 6	30,171 15 11
TOTAL	42	856,332 6 11	12,715 9 4	869,047 16 3	513 2 -	868,534 14 3

Add, Outstanding Balances due by Treasury Chest Officers, and others		179 12 9
		868,714 7 -
Deduct, Outstanding Drafts:	£. s. d.	
Ionian Islands	- 18 7	
Turkey and the Crimea	166 14 3	
		167 12 10
NET BALANCE £.		868,546 14 2

AN ACCOUNT prepared by the COMMISSIONERS for AUDITING the PUBLIC ACCOUNTS, pursuant to Act 24 & 25 Vict. c. 127, showing all the DEBTS due on the closing of the ANNUAL ABSTRACT ACCOUNT to the TREASURY CHEST FUND on 31st March 1866, and all Claims upon that FUND, then Outstanding; which were so Due and Outstanding on the 31st day of March 1865.

LIABILITIES.

	£. s. d.	£. s. d.
To TREASURY BILLS:		
Amount of Bills drawn by Treasury Chest Officers Abroad Outstanding:		
Drawn in the Year 1846-47	895 8 3	
Ditto - 1848-49	80 – –	
Ditto - 1850-51	100 – –	
Ditto - 1851-52	61 – –	
Ditto - 1852-53	350 – –	
Ditto - 1853-54	69 5 3	
Ditto - 1854-55	111 2 11	
Ditto - 1856-57	25 – –	
Ditto - 1859-60	656 – 3	
Ditto - 1860-61	514 14 10	
Ditto - 1861-62	1,799 6 4	
Ditto - 1862-63	2,338 17 5	
Ditto - 1863-64	2,897 10 10	
Ditto - 1864-65	2,999 – –	
		12,897 6 1
To SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.:		
Due to—		
THE SECRETARY OF STATE FOR WAR:	£. s. d.	
Deposited in the Chest by Army Accountants, &c., in the Year 1862-63	198 – 5	
Ditto - in the Year 1863-64	191 5 9	
Ditto - ditto - 1864-65	293 9 3	
	682 15 5	
THE BOARD OF ADMIRALTY:	£. s. d.	
Old Stores, &c., Sold:		
Deposited in the Chest in the Year 1859-60	54 8 1	
Ditto - ditto - 1864-65	1,877 18 5	
	1,932 6 6	
THE POSTMASTER GENERAL:		
Deposited in the Chest in the Year 1864-65	443 18 10	
PROCEEDS OF THE SALE OF SLAVE VESSELS:	£. s. d.	
Deposited in the Chest in the Year 1860-61	48 17 –	
Ditto - ditto - 1864-65	487 8 2	
	536 5 2	
CHINESE INDEMNITY FOR PRISONERS, &c.:		
Deposited in the Chest in the Year 1861-62	20 8 4	
JAPANESE INDEMNITY:		
Deposited in the Chest in the Year 1864-65	– 5 9	
COLONIAL GOVERNMENTS:		
Sums received on their Account, not yet repaid:	£. s. d.	
Honduras - Deposited in the Chest in the Year - 1864-65	38 16 –	
Mauritius - ditto - 1864-65	9 – –	
Victoria - ditto - 1861-62	13 1 4	
Ditto - ditto - 1862-63	16 2 2	
	76 19 6	
Carried forward - - - £.	3,692 19 6	12,897 6 1

AN ACCOUNT prepared by the Commissioners for Auditing the Public Accounts, &c.—*continued.*

LIABILITIES—*continued.*

		£. s. d.	£. s. d.
Brought forward - - -		3,692 19 6	12,897 6 1
To Sums received into the Treasury Chest for Remittance, &c.—*continued.*			
Due on account of small Deposits:	£. s. d.		
Intestate Estates—Deposited in the Chest in the Year	1861–62	292 10 –	
Ditto - - - ditto -	1862–63	254 17 –	
Greek Government - - ditto -	1863–64	2 11 3	
		549 18 3	
Due in respect of Outstanding Cash Balances:			
Drafts drawn by Treasury Chest Officers, &c., within the Commands, not presented for Payment:	£. s. d.		
Drawn in Canada in the Year -	1848–49	– 8 4	
Ditto - - ditto -	1849–50	* 1 12 –	
Ditto - - ditto -	1850–51	– 14 10	
Ditto - - ditto -	1851–52	1 17 7	
Ditto at Cape of Good Hope - ditto -	1846–47 and previous years	232 10 5	
Ditto - - ditto -	1847–48	33 6 5	
Ditto - - ditto -	1848–49	29 10 –	
Ditto - - ditto -	1849–50	17 18 –	
Ditto - - ditto -	1851–52	23 19 –	
Ditto - - ditto -	1852–53	24 14 2	
Ditto - - ditto -	1854–55	3 1 4	
Ditto - - ditto -	1855–56	2 18 2	
Ditto - - ditto -	1856–57	51 10 11	
Ditto - - ditto -	1857–58	37 4 1	
Ditto - - ditto -	1858–59	4 12 11	
Ditto - - ditto -	1859–60	2 17 3	
Ditto, Hong Kong, prior to the year - - - - -	1846–47	* 2 12 –	
Ditto - in the Year -	1860–61	1 12 8	
Ditto, Ionian Islands, ditto -	1855–56	– 6 7	
Ditto „ ditto -	1856–57	– 12 –	
Ditto, New Zealand, prior to the year - - - - -	1846–47	* 6 10 –	
Ditto, Nova Scotia, &c., in the Year	1856–57	– 14 10	
Ditto, Turkey and the Crimea ditto -	1854–55	5 8 11	
Ditto „ ditto -	1855–56	62 17 2	
Ditto „ ditto -	1856–57	98 8 2	
Ditto, Western Australia - ditto -	1855–56	11 18 7	
Ditto, West Indies, ditto -	1846–47	2 8 –	
Ditto „ ditto -	1849–50	3 10 6	
		665 14 10	
			4,908 12 7
TOTAL LIABILITIES - - - £.			17,805 18 8

* These sums were drawn by War Office Accountants and transferred to the Treasury Chest in 1862–63.

AN ACCOUNT prepared by the Commissioners for Auditing the Public Accounts, &c.—*continued.*

ASSETS.

	£. s. d.	£. s. d.
BY ADVANCES FROM THE TREASURY CHEST:		
Due from Votes of Parliament for the following Services:		
ARMY:	£. s. d.	
Effective Services, advanced in the Year 1862-63	14,271 15 11	
Ditto - - ditto - 1863-64	3,314 8 1	
Ditto - - ditto - 1864-65	643,168 19 8	
Non-effective Services ditto - 1864-65	15 18 4	
		660,771 2 –
NAVY:		
Effective Services, advanced in the Year 1863-64 -	3 8 –	
Ditto - - - ditto - 1864-65 -	104 16 4	
Non-effective Services - ditto - 1864-65 -	37 3 9	
		145 8 1
MISCELLANEOUS ESTIMATES:		
Civil Establishment of St. Helena, advanced in the year 1849 -		1,571 4 –
Irish Constabulary Pensions, advanced in the Year 1864-65 -		12 4 3
Due from COLONIAL FUNDS:		
Advances on account of the following Colonies:	£. s. d.	
British Kaffraria, advanced in the Year 1857-58	2,831 – –	
Gold Coast - - - - ditto 1861-62	600 17 9	
Ditto - - - - ditto 1863-64	1,934 12 8	
Mauritius - - - - ditto 1864-65	7 – –	
Victoria - - - - ditto 1854-55	21 – –	
Ditto - - - - - ditto 1857-58	178 4 5	
		5,572 14 10
DUE ON ACCOUNT OF ADVANCES CONNECTED WITH THE WAR in CHINA, 1840-43:	£. s. d.	
In the Year - - - - 1846-47	22,423 3 2	
Ditto - - - - - 1847-48	12,722 6 7	
Ditto - - - - - 1848-49	1,191 15 10	
		36,337 5 7
Carried forward - - - £.		704,409 18 9

AN ACCOUNT prepared by the Commissioners for Auditing the Public Accounts, &c.—*continued.*

ASSETS—*continued.*

	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -		704,409 18 9	
By Advances from the Treasury Chest—*continued.*			
DUE IN RESPECT OF ADVANCES IN CHINA ON ACCOUNT OF INDIAN TROOPS, between 1856-57 and 1861-62 - - - - - -		77,021 11 5	
DUE ON ACCOUNT OF SMALL ADVANCES:			
Greek Government, advanced in the year 1863-64 - - -		1 - 10	
DUE IN RESPECT OF OUTSTANDING CASH BALANCES:			
From certain Convict Pensioners, for payments made to them in 1863-64, recovered subsequently to the date of this account - - - - - - - -	4 14 2		
From J. R. R. Lilburn, R.N., over payments of Pension at Bermuda, in 1859-60 and 1860-61, to be repaid by annual instalments of 5 *l.* - - - - -	16 14 9		
From Commissary General W. H. Drake, C.B., disallowance on his Final Account for Service at the Cape of Good Hope, to be repaid in four quarterly instalments - - - - - - - - - -	153 - -		
From Deputy Commissary General Edward Strickland, disallowance on his Final Account for Service in Victoria and New South Wales, to be repaid at that station by monthly instalments of 1 *l.* - - - -	9 8 -		
From Deputy Assistant Commissary General H. T. Ussher, surcharge on his Final Account for Service at Lagos, which he has been directed to repay -	- 10 -		
		184 6 11	
			781,616 17 11
TOTAL ASSETS - - - £.			781,616 17 11

By Order of the Board,

Charles L. Ryan,
Secretary to the Commissioners
for Auditing the Public Accounts.

Audit Office,
26 February 1867.

No. 1.

RETURN, pursuant to Act 24 & 25 Vict. c. 127, s. 3, showing the Special Warrants [or Authorities] issued by Officers commanding Her Majesty's Troops at Foreign Stations, for Advances or Payments from TREASURY CHESTS, between 1st April 1865 and 31st March 1866, not contemplated in the Regulations for the ordinary Service at the Stations.

STATION.	AMOUNT OF PAYMENTS.	DESCRIPTION OF SERVICE.
	£. s. d.	
Bahamas - - - -	9 – –	Allowance to Military Officers on an Expedition to Anguilla to rescue Slaves, authorised by the Lords of the Treasury upon the recommendation of the Officer Commanding the Troops.
China and Japan - -	36 – –	Kertch and Lucknow Prize Money paid to Assistant-Surgeon Smith, R.A.
Jamaica - - - -	656 6 –	Advances for the Expenditure of the Royal Commissioners appointed to inquire into the Disturbances in Jamaica.
Lagos - - - -	1,600 – –	Advances to the Colonial Government.
New Zealand - - -	36,506 4 6	Advances for the Pay and Allowances of Wanganui and Taranaki Militia.
Sierra Leone - - -	90 15 8	Loan to Registrar of Mixed Commission Court for Current Expenses; subsequently repaid.

By Order of the Board,

Audit Office,
26 February 1867.

Charles L. Ryan,
Secretary to the Commissioners
for Auditing the Public Accounts.

No. 2.

RETURN, pursuant to Act 24 & 25 Vict. c. 127, s. 3, showing the Special Warrants [or Authorities] issued by Officers commanding Her Majesty's Troops at Foreign Stations, for Advances or Payments from TREASURY CHESTS, between 1st April and 31st December 1866, not contemplated in the Regulations for the ordinary Service at the Stations.

(So far as can be ascertained from the latest Accounts received.)

STATION.	AMOUNT OF PAYMENTS.	DESCRIPTION OF SERVICE.
	£. s. d.	
Canada - - - -	4,727 19 4	Advances for the Hire of Gunboats on the River St. Lawrence, towards the reimbursement of which a sum of 1,829 *l.* 7 *s.* 6 *d.* has been received from the Provincial Government of Canada.
Jamaica - - - -	1,743 7 –	Advances for the Expenditure of the Royal Commissioners appointed to inquire into the Disturbances in Jamaica.

Note.—The Accounts of the following Stations have been received up to the following dates only, viz.:

Cape of Good Hope, up to 31 October 1866.
Ceylon, up to 30 November 1866.
China and Japan, up to 30 November 1866.
Honduras, up to 30 November 1866.
Mauritius, up to 30 November 1866.
New Zealand, up to 30 September 1866.
Nova Scotia and New Brunswick, up to 31 October 1866.
St. Helena, up to 30 November 1866.
Tasmania, up to 31 October 1866.
Victoria, New South Wales, and South Australia, up to 31 October 1866.
Western Australia, up to 31 October 1866.
West Indies, up to 31 October 1866.

By Order of the Board,

Audit Office,
26 February 1867.

Charles L. Ryan,
Secretary to the Commissioners
for Auditing the Public Accounts.

TREASURY CHEST:
1865-66.

(LATE COMMISSARIAT CHEST ACCOUNT.)

AN ACCOUNT showing all the SUMS which have been Received into the TREASURY CHEST, and which have been Paid out of the same, between 1st April 1865 and 31st March 1866, and of the ASSETS and LIABILITIES of the CHEST on the latter Day.

(Presented pursuant to Act 24 & 25 Vict. c. 127.)

Ordered, by The House of Commons, *to be Printed,*
14 *March* 1867.

131.

Under 3 *oz.*

WOODS, FORESTS, AND LAND REVENUES.

1865-66.

ABSTRACT ACCOUNTS of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1866.

(*Presented in pursuance of the 39th Section of the Act 14 & 15 Vict. c. 42.*)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

I.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners 31st March 1866,

Dr. "THE CAPITAL OF THE LAND

RECEIPT.			Cash, &c.	Stock and other Securities.
			£. s. d.	£. s. d.
To Balances on the 1st April 1865			9,314 16 –	200,843 4 2
To RECEIPT, under the following Heads, viz.:				
Sales of Estates, &c.		65,064 14 4		
Sales of Unimprovable Rents, &c.		6,676 9 1		
Sales of Encroachments in Wales	1,449 – 8			
Less, Debit	1 15 –			
		1,447 5 8		
Enfranchisements of Copyholds		3,111 13 9		
Sales of Land, &c., in the Royal Forests		1,127 15 –		
Dividends of Stock (Asgill House)		19 5 11		
Miscellaneous Receipts		455 15 4		
			77,902 19 1	
To Cash Invested:				
£. 40,103. invested in Three per Cent. Consolidated Annuities (*vide* per Contra)			– – –	45,061 10 8
£. 19. 5. 11. invested in Three per Cent. Reduced Annuities, Asgill House (*vide* per Contra)			– – –	21 16 4
		£.	87,217 15 1	245,926 11 2

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

REVENUE" (per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42). *Cr.*

EXPENDITURE.	£. s. d.	Cash, &c. £. s. d.	Stock and other Securities. £. s. d.
By EXPENDITURE under the following Heads, viz.:			
Purchases of Estates, &c. - - - - - -	18,140 7 –		
Redemption of Tithe Rent-charges - - - -	186 17 6		
Redemption of Land Tax - - - - - -	1,828 10 9		
Enfranchisements of Copyholds - - - - -	8 8 8		
Miscellaneous Payments - - - - - -	2,936 11 2		
		23,100 15 1	
By Stock Three per Cent. Consolidated Annuities:			
Cost of £. 45,061. 10. 8., Stock purchased (*vide* per Contra) - - -		40,103 – –	
By Stock Three per Cent. Reduced Annuities (Asgill House):			
Cost of £. 21. 16. 4., Stock purchased (*vide* per Contra) - - -		19 5 11	
By Balances on the 31st March 1866 - - - - - - - - -		23,994 14 1	245,926 11 2
	£.	87,217 15 1	245,926 11 2

II.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners
31st March 1866,

Dr. "THE INCOME OF THE LAND

RECEIPT.

I.—LAND REVENUE.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
To Balance, 1st April 1865 (Net available)							45,583	14	2
To Crown Rents, &c.	340,746	17	7						
Less, Debits	603	14	–						
				340,143	3	7			
„ Profits of Manors, &c.				6,746	10	9			
„ Profits of Mines (including £. 14,097. 6. 11. derived from Mines in Dean Forest and Chopwell Woods)	30,346	6	6						
Less, Debits	38	9	10						
				30,307	16	8			
„ Fines on the Renewal of Crown Leases				1,182	–	–			
„ Fees for Leases, Conveyances, Assignments, &c.	5,133	13	–						
Less, Debits	94	4	10						
				5,039	8	2			
„ Fees on Acquittances of Rents in Ireland				1,009	3	10			
„ Sales of Produce of Crown Estates, &c.				2,124	11	10			
„ Interest of Money				6,978	5	3			
„ Interest of Purchase Moneys of Estates sold				1,778	8	4			
„ Rolls Estate (per Act 1 Vict. c. 46)				401	5	–			
„ Miscellaneous Receipts				4,508	18	8			
RECEIPT from "LAND REVENUE"						£.	400,219	12	1

II.—WINDSOR PARKS AND WOODS.

To Windsor Parks and Woods, for Receipt	7,117	13	4
Carried forward £.	452,920	19	7

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

REVENUE" (per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42). *Cr.*

EXPENDITURE.

I.—LAND REVENUE.

	£. s. d.	£. s. d.
By Fees and Expenses paid to the Keeper of the Land Revenue Records -	283 18 10	
„ Salaries and Per-Centage of Receivers, &c. - - - - - - -	9,306 14 5	
„ Salaries and Per-Centage of Stewards of Manors, &c. - - - -	543 16 7	
„ Incidental Expenses of Receivers, &c. - - - - - - - -	449 19 6	
„ Incidental Expenses of Stewards of Manors, &c. - - - - -	144 13 5	
„ Surveys, &c. of Crown Property - - - - - - - - -	3,663 11 3	
„ Expenses connected with the Mines in Dean Forest and Chopwell Woods	2,975 13 –	
„ Repairs and Improvements of Crown Estates - - £. s. d. 29,400 2 3		
Less, Credits - - - - - - - - 1,037 2 7		
	28,362 19 8	
„ Allowances to Crown Tenants - - - - - - - -	218 16 9	
„ Rates and Taxes on Crown Property (including Property Tax allowed to Crown Tenants) - - - - £. s. d. 8,113 14 7		
Less, Credits - - - - - - - - 3 12 9		
	8,110 1 10	
„ Queen's Road, Kensington - - - - - - - 499 – 9		
Less, Credits - - - - - - - - 324 8 3		
	174 12 6	
" Reclamation and Improvement of portions of the Delamere Estate (*vide* p. 8) - - - - - - - - - - - - - -	3,725 2 2	
„ Reclamation of Crown Lands in the Isle of Man (*vide* p. 8) - - -	1,695 17 2	
„ Rolls Estate (per Act 1 Vict. c. 46) - - - - - - - -	20 4 9	
„ Fixed Charges, Pensions, Stipends, and Allowances - - - -	7,185 10 2	
„ Donations to Churches, Schools, &c. - - - - - - - -	2,595 4 10	
„ Miscellaneous Payments - - - - - - £. s. d. 2,996 19 2		
Less, Credits - - - - - - - - 14 14 6		
	2,982 4 8	
EXPENDITURE for "LAND REVENUE" - - - £.		72,439 1 6

II.—WINDSOR PARKS AND WOODS.

By Windsor Parks and Woods, for Expenditure - - - - - - - - - -	20,257 6 5
Carried forward - - - £.	92,696 7 11

Dr. II.—ABSTRACT ACCOUNT of the "INCOME of the LAND REVENUE,"

	£.	s.	d.	£.	s.	d.
				Brought forward - - -	452,920	19	7
III.—ROYAL FORESTS AND WOODLANDS.						
To New Forest - - - - - - - - - - - - - -				15,257	–	–
„ Dean Forest - - - - - - - - - - -	8,116	11	5			
Less, Debit - - - - - - - - - - -	27	10	–			
				8,089	1	5
„ Highmeadow Woods - - - - - - - - - - - - -				2,446	18	5
„ Alice Holt Woods - - - - - - - - - - - - -				1,822	8	10
„ Woolmer Estate - - - - - - - - - - - - - -				3,461	–	9
„ Bere Woods - - - - - - - - - - - - - -				1,710	11	1
„ Parkhurst Woods - - - - - - - - - - - - -				296	1	7
„ Hazleborough Wood - - - - - - - - - - - -				903	5	5
„ Salcey Wood - - - - - - - - - - - - -				1,586	8	11
„ Delamere Woods - - - - - - - - - -	7,672	1	7			
Less, Debits - - - - - - - - - -	939	12	8			
				6,732	8	11
„ Chopwell Woods - - - - - - - - - - - - -				34	17	6
RECEIPT from "ROYAL FORESTS and WOODLANDS" - - - £.					42,340	2	10
				£.	495,261	2	5

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of Her Majesty's Act 14 & 15 Vict.

"An Act to extinguish the Right of the Crown to Deer in the *New Forest*, and to give under the Act 17 & 18 Vict. c. 49, intituled, "An Act for

(*Note.*—This Account is inserted in explanation of its Balances, which are

Dr.

RECEIPT.	£.	s.	d.
To Balance on the 31st March 1866 - - - - - - - - - - - - - -	501	6	3
£.	501	6	3

for the Year ended on the 31st March 1866—*continued.* *Cr.*

	£.	s.	d.
Brought forward - - -	92,696	7	11

III.—ROYAL FORESTS AND WOODLANDS.

	£.	s.	d.
By New Forest - - - - - - - - - - - - - -	10,456	19	4
„ Dean Forest - - - - - - - - - - - - - -	6,065	5	8
„ Highmeadow Woods - - - - - - - - - - - -	2,015	3	2
„ Alice Holt Woods - - - - - - - - - - - -	927	17	–
„ Woolmer Estate - - - - - - - - - - - -	175	6	6
„ Bere Woods - - - - - - - - - - - - -	649	1	3
„ Parkhurst Woods - - - - - - - - - - - -	292	19	1
„ Hazleborough Wood - - - - - - - - - - -	395	14	6
„ Salcey Wood - - - - - - - - - - - - -	874	4	11
„ Delamere Woods - - - - - - - - - - - -	1,475	10	10
„ Epping Forest - - - - - - - - - - - - -	72	3	–
„ Chopwell Woods - - - - - - - - - - - -	426	10	11

	£.	s.	d.
EXPENDITURE for "ROYAL FORESTS and WOODLANDS" - - - £.	23,826	16	2
By Consolidated Fund:	116,523	4	1
For Amount paid over to the Exchequer in 1865-66, as Surplus Income - - - - -	320,000	–	–
	436,523	4	1
By Balance on the 31st March 1866 (Net available) - - - - - - - - - -	58,737	18	4
£.	495,261	2	5

Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1866, under the c. 76, intituled,—

Compensation in lieu thereof, and for other Purposes relating to the said Forest," and the Settlement of Claims upon and over the *New Forest.*"

included in the Net Available Balances of Income, at pages 4 and 7.)

Cr.

EXPENDITURE.	£.	s.	d.
By Balance on the 1st April 1865 - - - - - - - - - - - - - -	501	6	3
£.	501	6	3

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of Her under the Act 14 & 15 Vict. c. 43, intituled, "An Act for

Dr. (*Note.*—This Account is inserted in explanation of its Balances, which are

RECEIPT.	£.	s.	d.
To Balance on the 1st April 1865 - - - - - - - - - - - - -	1,096	10	–
£.	1,096	10	–

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of Her under the Act 16 & 17 Vict. c. 42, intituled, "An Act for

Dr. (*Note.*—This Account is inserted in explanation of its Balances, which are

RECEIPT.	£.	s.	d.
To Balance on the 1st April 1865 - - - - - - - - - - - - -	2,585	6	10
£.	2,585	6	10

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of 31st March 1866,

"THE RECLAMATION and IMPROVEMENT

Dr.

RECEIPT.	£.	s.	d.
To Receipt in 1865-66 - - - - - - - - - - - - - - - -	21	8	7
To Income of the Land Revenue:			
For Transfer of the Net Expenditure as a final Charge against the Income of the Land Revenue, per Treasury Authority, dated 2nd April 1861. (*Vide* p. 5) - - -	3,725	2	2
£.	3,746	10	9

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of 31st March 1866,

"THE RECLAMATION of CROWN

Dr.

RECEIPT.	£.	s.	d.
To Income of the Land Revenue:			
For Transfer of the Net Expenditure as a final Charge against the Income of the Land Revenue, per Treasury Authority, dated 21st January 1864. (*Vide* p. 5) -	1,695	17	2
£.	1,695	17	2

Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1866, Disafforesting the Forest of *Hainault*, in the County of *Essex*."

(included in the Net Available Balances of Income, at pages 4 and 7.)

Cr.

EXPENDITURE.	£.	s.	d.
By Expenditure in 1865–66	97	–	–
By Balance on the 31st March 1866	999	10	–
£.	1,096	10	–

Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1866, Disafforesting the Forest of *Whittlewood*, otherwise *Whittlebury*."

(included in the Net Available Balances of Income, at pages 4 and 7.)

Cr.

EXPENDITURE.	£.	s.	d.
By Expenditure in 1865–66	158	–	–
By Balance on the 31st March 1866	2,427	6	10
£.	2,585	6	10

Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—
of Portions of the DELAMERE ESTATE."

Cr.

EXPENDITURE.	£.	s.	d.
By Expenditure in 1865–66	3,746	10	9
£.	3,746	10	9

Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—
Lands in the Isle of Man."

Cr.

EXPENDITURE.	£.	s.	d.	£.	s.	d.
By Expenditure in 1865–66	1,717	9	8			
Less, Credit	21	12	6			
				1,695	17	2
£.				1,695	17	2

III.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners 31st March 1866,

Dr. "DRAINING, or otherwise Improving the

RECEIPT.	Cash, &c.	Exchequer Bills.
	£. s. d.	£. s. d.
To Balances on the 1st April 1865 - - - - - - - - - -	700 – 2	5,000 – –
To Receipt in 1865–66 - - - - - - - - - - - - - -	188 9 5	—
£.	888 9 7	5,000 – –

IV.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners 31st March 1866,

Dr. "THE FUND for the Payment of Stipends to the Officiating MINISTERS of the PARISH the County of York"

RECEIPT.	Cash.	Stock.
	£. s. d.	£. s. d.
To Balance on the 1st April 1865 - - - - - - - - - - -	- - -	16,666 13 4
To Receipt in 1865-66 - - - - - - - - - - - - - -	491 13 4	—
	491 13 4	16,666 13 4

V.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners 31st March 1866,

Dr. "THE FUND for MAINTAINING the Fabrics of the CHURCHES of the County of Gloucester"

RECEIPT.	CHRISTCHURCH.		HOLY TRINITY.		ST. PAUL.		CINDERFORD.	
	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To Balance on the 1st April 1865 -	53 12 6	333 6 8	53 11 8	333 6 8	*Vid e* (per contra).	333 6 8	31 – 4	333 6 8
To Receipt in 1865-66 - - -	10 – –	- -	10 – –	- -	10 – –	- -	10 – –	—
Cash - - - £.	63 12 6		63 11 8		10 – –		41 – 4	
Stock - - - £.		333 6 8		333 6 8		333 6 8		333 6 8

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

NEW FOREST" (per Act 8 & 9 Vict. c. 93).

Cr.

EXPENDITURE.	Cash, &c.	Exchequer Bills.
	£. s. d.	£. s. d.
By Expenditure in 1865–66	28 5 –	—
By Balances on the 31st March 1866	860 4 7	5,000 – –
£.	888 9 7	5,000 – –

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

CHURCHES of NEWBOROUGH, in the County of Northampton, and of SUNK ISLAND, in
(per Act 1 Will. 4, c. 59).

Cr.

EXPENDITURE.	Cash.	Stock.
	£. s. d.	£. s. d.
By Expenditure in 1865–66	491 13 4	—
By Balance on the 31st March 1866	- - -	16,666 13 4
£.	491 13 4	16,666 13 4

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

Christchurch, Holy Trinity, St. Paul, and Cinderford, in DEAN FOREST, in
(per Act 5 & 6 Vict. c. 65).

Cr.

EXPENDITURE.	CHRISTCHURCH.		HOLY TRINITY.		ST. PAUL.		CINDERFORD.	
	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Balances on the 1st April 1865	- -	- -	- -	- -	3 7 3	—	—	—
By Expenditure in 1865–66	- -	- -	16 9 –	- -	- -	- -	33 2 3	—
By Balance on the 31st March 1866	63 12 6	333 6 8	47 2 8	333 6 8	6 12 9	333 6 8	7 18 1	333 6 8
Cash £.	63 12 6		63 11 8		10 – –		41 – 4	
Stock £.		333 6 8	- -	333 6 8	- -	333 6 8	- -	333 6 8

VI.—ABSTRACT ACCOUNT, showing the Receipt and Expenditure of the Commissioners 31st March 1866,

VOTE "Salaries and Expenses in the

Dr. The unexpended Balance shown on the Account of "Salaries and Expenses in the Office of Woods, &c.,"

CIVIL SERVICE ESTIMATES. Class 2. Vote 13.

	£. s. d.
To Amount granted for the Service of the Year 1865-66 (per Act 28 & 29 Vict. c. 123), and issued from the Exchequer	28,482 – –
£.	28,482 – –

VII.—ABSTRACT ACCOUNT, showing the Receipt and Expenditure of the Commissioners 31st March 1866,

Dr. VOTE "Landed Estates Record Offices" (Office

CIVIL SERVICE ESTIMATES. Class 2. Vote 34.

	£. s. d.
To Balance on the 1st April 1865	57 – 5
To Amount granted for the Service of the Year 1865-66 (per Act 28 & 29 Vict. c. 123), and issued from the Exchequer	1,230 – –
£.	1,287 – 5

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

Office of Woods, &c." (per Appropriation Act).

for the Year ended on the 31st March 1865, has been surrendered. *Cr.*

CIVIL SERVICE ESTIMATES. Class 2. Vote 13.

	£.	s.	d.
By Expenditure in 1865-66; viz.—			
Salaries, &c.	15,905	5	7
Pay of Persons temporarily employed	1,412	5	11
Legal Expenses	10,413	–	–
Contingencies	561	13	4
£.	28,292	4	10
By Balance of the Grant for 1865-66, unexpended on the 31st March 1866, and to be surrendered	189	15	2
£.	28,482	–	–

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

in London) (per Appropriation Act). *C*

CIVIL SERVICE ESTIMATES. Class 2. Vote 34.

	£.	s.	d.
By Expenditure in 1865-66; viz.—			
Salaries, &c.	716	4	11
Pay of Persons temporarily employed	132	7	11
Contingencies	3	5	4
£.	851	18	2
By Balance on the 31st March 1866	435	2	3
£.	1,287	–	–

VIII.—GENERAL ABSTRACT of the Accounts of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1866.

BALANCES, 1st April 1865.					RECEIPTS.		Page of Account.	TITLES OF THE ACCOUNTS.	Page of Account.	PAYMENTS.		BALANCES, 31st March 1866.					
SECURITIES.		PERSONS, &c.		CASH.	Securities Purchased.	CASH.				CASH.	Securities Sold.	CASH.		PERSONS, &c.		SECURITIES.	
Exchequer Bills.	Stock.	*Drs.*	*Crs.*									*Drs.*	*Crs.*	*Drs.*	*Crs.*	Stock.	Exchequer Bills.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		LAND REVENUE:		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
—	200,843 4 2	6,147 10 5	111 – 5	3,278 6 –	45,083 7 –	77,902 19 1	2	CAPITAL (Per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42)	3	23,100 15 1 40,122 5 11 Cash invested.	– – –	12,994 11 8	– – –	11,151 15 –	151 12 7	245,926 11 2	—
—	—	5,704 17 11	5,866 6 5	45,745 2 3	– – –	449,677 8 3	4	INCOME (Per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42)	5	116,523 4 1 320,000 – – Paid into the Consolidated Fund.	– – –	57,435 5 7	– – –	8,219 1 5	6,916 8 8	—	—
5,000 – –	– – –	81 – –	– – –	619 – 2	– – –	188 9 5	10	NEW FOREST DRAINAGE (Per Act 8 & 9 Vict. c. 93)	11	28 5 –	– – –	787 9 7	– – –	72 15 –	– – –	– – –	5,000 – –
—	16,666 13 4	– – –	– – –	– – –	– – –	491 13 4	10	CHURCHES at SUNK ISLAND and NEWBOROUGH (Per Act 1 Will. 4, c. 59)	11	491 13 4	– – –	– – –	– – –	– – –	– – –	16,666 13 4	—
—	1,333 6 8	– – –	– – –	134 17 3	– – –	40 – –	10	CHURCHES IN DEAN FOREST (Per Act 5 & 6 Vict. c. 65)	11	49 11 3	– – –	125 6 –	– – –	– – –	– – –	1,333 6 8	—
—	—	Balance surrendered.	– – –	Balance surrendered.	– –	28,482 – –	12	VOTE, "SALARIES and EXPENSES in the Office of Woods, &c." (Per Appropriation Act)	13	28,292 4 10	– – –	– – –	1,287 10 2	1,528 7 8	51 2 4	—	—
—	—	—	—	57 – 5	– – –	1,230 – –	12	VOTE, "LANDED ESTATES RECORD OFFICES" (Office in London) (Per Appropriation Act)	13	851 18 2	– – –	435 2 3	—	—	—	—	—
5,000 – –	218,843 4 2	11,933 8 4	5,977 6 10	49,834 6 6	45,083 7 –	558,012 10 1	£.		£.	529,459 17 8	– – –	71,777 15 1	1,287 10 2	20,971 19 1	7,119 3 7	263,926 11 2	5,000 – –
			5,956 1 6 (Net Balance.)										70,490 4 11 (Net Balance.)		13,852 15 6 (Net Balance.)		
		£. 11,933 8 4	11,933 8 4														

	1st April 1865.		31st March 1866		
BALANCES	CASH – – – –	—	49,834 6 6	CASH – – – –	70,490 4 11 —
	PERSONS, &c. – –	—	5,956 1 6	PERSONS, &c. – –	13,852 15 6 —
	STOCK – – –	218,843 4 2	– – –	STOCK – – –	– – – 263,926 11 2
	EXCHEQUER BILLS	5,000 – –	– – –	EXCHEQUER BILLS	– – – 5,000 – –
	£.	268,926 11 2	613,802 18 1	£.	613,802 18 1 268,926 11 2

Examined.
(signed) *A. J. Phipps.*

(signed) CHARLES GORE, JAMES K. HOWARD, Commissioners of Her Majesty's Woods, Forests, and Land Revenues.

Office of Woods, &c.
3 September 1866.

We, the Commissioners for Auditing the Public Accounts, do hereby certify, that the foregoing Accounts have been examined by Officers under our directions, and that, subject to the observations contained in our Report, No. 390, dated 30th January 1867, accompanying these Accounts, the foregoing are correct statements of the Receipt and Expenditure for the Services in question for the Year 1865-66. Dated at the Audit Office, Somerset House, this 30th day of January 1867.

(signed) W. L. MABERLY.
C. MACAULAY.

Examined.
(signed) *H. T. D. Bathurst,*
Inspector.

REPORT of the COMMISSIONERS of AUDIT, dated 30 January 1867.

(No. 390.)

Audit Office, Somerset House, London, W. C.,
30 January 1867.

My Lords,

1. IN pursuance of the 39th section of the 14 & 15 Vict. c. 42, we have the honour to transmit copies of Abstract Accounts, showing the Receipt and Expenditure of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, in the year ended 31st March 1866.

2. The only portion of the Expenditure defrayed out of Grants of Parliament are the Salaries and Expenses, first, of the Office of Woods; and, second, of the Landed Estates Record Offices (Office in London).

With respect to the first of these Services we have to observe, that the unexpended Balance of the Vote for 1864–5 (1,867 *l.* 16 *s.* 7 *d.*) has been surrendered at the Exchequer.

	£.	*s.*	*d.*
3. The Grant for the year 1865–6 was - - - - - -	28,482	–	–
Expenditure - - - - - - - - - -	28,292	4	10
Leaving a Balance to be surrendered to the Exchequer of - - - - - -	£. 189	15	2

4. With respect to the Landed Estates Record Offices, the Commissioners of Woods account for only that portion of the Vote which relates to the Office in London. As the sum accounted for by the Commissioners of Woods is only a portion of the Vote, and as they bring forward from year to year the Balance at the termination of each year, a comparison of the Expenditure with the Vote cannot be made in their Accounts. The Sum included in the Estimate for this Head of Service is, 1,230 *l.*, and the Expenditure 851 *l.* 18 *s.* 2 *d.*

5. We have only to add, that there are certain questions relating to the Rentals (not affecting the Vote Accounts), which remain for adjustment.

We have, &c.

(signed) *W. L. Maberly.*
C. Macaulay.

The Lords Commissioners of Her Majesty's Treasury, &c. &c. &c.

COPY of TREASURY MINUTE, dated 11 February 1867, on the foregoing Report.

LET the sum of 189 *l.* 15 *s.* 2 *d.* be surrendered out of the Vote for the Office of Woods (1866-7), as a Saving on the Vote for the year 1865-6.

Acquaint the Comptroller General of the Exchequer, the Paymaster General, and the Commissioners of Woods.

Let this Report and the Account, with a copy of this Minute, be laid before the House of Commons.

1865–66.

ABSTRACT ACCOUNTS

OF THE

COMMISSIONERS OF HER MAJESTY'S WOODS, FORESTS, AND LAND REVENUES,

For the Year ended 31st March 1866.

(Presented in pursuance of the 39th Section of the Act 14 & 15 Vict. c. 42.)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

Under 2 oz.

1865-66.

ABSTRACT ACCOUNTS of the Receipt and Expenditure of the Moneys Granted or otherwise Received and Appropriated in the Department under the Control or Management of the Commissioners of Her Majesty's Works and Public Buildings, in the Year ended 31st March 1866.

(PRESENTED PURSUANT TO ACT 14 *&* 15 *VICT. c.* 42, *s.* 39.)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

VOTES OF PARLIAMENT - - - - - - - - - p. 4

SPECIAL ACCOUNTS - - - - - - - - - p. 24

REPORT - - - - - - - - - - - - - p. 50

WORKS AND PUBLIC BUILDINGS.

INDEX TO ACCOUNTS.

	PAGE.
Admission Fee Fund, Holyrood Palace and Chapel, and Glasgow Cathedral	44
Admiralty Garden	44
Advances for New Courts of Justice and Offices	10
Balances, Votes of Parliament, 1864–65	49
Ditto - - ditto - - 1865–66	12
Ditto - Special Accounts	48
Battersea Park	32
Bethlehem Hospital	46
British Embassy Houses—Paris and Madrid	6
Ditto Consulate and Embassy, Constantinople	8
Ditto - Embassy House, Paris (Sale of Land)	44
Brompton Cemetery	34
Chelsea Bridge, Tolls Account	38
Chelsea Embankment	32
Clarence House, St. James's	46
Claremont Works, &c.	44
Department of Science and Art	46
Detailed Account of Expenditure of Probate Court and Registries	13
Downing-street Improvements	10
Extra Receipts, Votes of Parliament	14
Fee Fund, Holyrood Palace and Chapel, and Glasgow Cathedral	44
Funeral and Tomb of the Duke of Wellington	42
Furniture of Public Offices	4
Glasgow Cathedral and Holyrood Palace and Chapel Fee Fund	44
General Post Office (Acquisition of additional Site)	46
Holyhead Roads, &c., Relief Accounts	30
Holyrood Palace and Chapel and Glasgow Cathedral Fee Fund	44
Houses of Parliament	6
Industrial Museum, Edinburgh	8
Inland Revenue Office, Liverpool	44
Law Courts Concentration	46
Liabilities on account of Moneys borrowed for Metropolitan Improvements	28
Lindley's Orchid Herbarium (Purchase of Dr.)	46
Menai and Conway Bridges, Tolls Account	36
Metropolis Improvements, General Account	24
Ditto - Spitalfields to Shoreditch	26
Ditto - Fund Account	26
Mortgage Account, Shrewsbury and Holyhead Road	36
National Gallery Enlargement	10
Nelson Column	10
New Foreign Office	
Office of Works and Public Buildings (Salaries, &c.)	10
Patent Office	10
Pimlico Improvements	32
Portland Dispensary Fund	42
Portland Ferry Bridge Fund	42
Post Office Buildings	38
Public Buildings	4
Public Offices Site	10
Preliminary Inquiries on Applications for Local Acts	42
Probate Court, London and District Registries	8
Ditto - Detailed Account of Expenditure of	13
Public Record Repository	8
Relief Accounts, Holyhead Roads, &c.	30
Royal Palaces	4
Royal Parks and Pleasure Gardens	6
Royal Portland Dispensary Fund	42
Shrewsbury and Holyhead Road	36
Ditto - Mortgage Account	36
Site of Exhibition of 1862	44
Wellington Funeral and Tomb	42
Wellington Monument	42
Westminster New Bridge	8
Westminster Bridge Estate	34
Westminster Improvements	28
Works at Claremont	44

ABSTRACT ACCOUNTS of the RECEIPT and EXPENDITURE of the MONEYS Granted or otherwise
COMMISSIONERS of HER MAJESTY'S WORKS AND PUBLIC

VOTES OF PARLIAMENT. - - - - -

MISCELLANEOUS ESTIMATES. - - - - - - - - -

Dr.

HEADS OF SERVICE.		Receipts in 1865–66.
		£. s. d.
Royal Palaces. Class 1.—Vote 1. 1865–66.	Grant for the Year 1865–66 - - - - - - - - - - -	48,836 - -
Public Buildings. Class 1.—Vote 2. 1865–66.	Grant for the Year 1865–66 - - - - - - - - - -	100,590 - -
Furniture of Public Offices. Class 1.—Vote 3. 1865–66.	Grant for the Year 1865–66 - - - - - - - - - -	12,000 - -
	Carried forward - - - £.	161,426 - -

Received and Appropriated in the Department under the Control or Management of the Buildings, in the Year ended 31st March 1866.

VOTES OF PARLIAMENT.

MISCELLANEOUS ESTIMATES.

Cr.

	HEADS OF SERVICE.		Expenditure in 1865–66.	Balances on 31st March 1866.
		£. s. d.	£. s. d.	£. s. d.
Royal Palaces. Class 1.—Vote 1. 1865–66.	Maintenance and Repairs of Royal Palaces, &c.:			
	Palaces, &c. in the personal occupation of Her Majesty	16,767 19 3		
	Palaces, &c. partly in the occupation of Her Majesty	9,534 11 3		
	Palaces, &c. not in the occupation of Her Majesty	15,228 12 1		
	Expenses chargeable against the Vote generally	153 11 10		
			41,734 14 5	7,101 5 7
Public Buildings. Class 1.—Vote 2. 1865–66.	Works and Repairs, Public Buildings and Offices	25,708 17 10		
	Supply of Water to the Houses of Parliament and other Public Buildings and Offices	3,682 – 9		
	Rents of Houses hired for Public Purposes	26,242 19 –		
	Rates, Taxes and Insurance	8,167 4 4		
	Rates under 7 Geo. 4, c. 77, 22 Vict. c. 19, and 24 & 25 Vict. c. 33, in respect of site of New Public Offices in Downing Street	8 11 –		
	Supply of Gas, Oil, Soap, Candles, and other House Articles	8,062 15 5		
	Supply of Coal and Firewood	10,049 2 3		
	Payments to Persons in charge of Premises taken for Public purposes, and occasional caretakers	748 4 6		
	Expenses incurred in taking and giving up Premises hired for the accommodation of Public Departments	84 6 3		
	Menai and Conway Bridges, Ordinary Repairs	440 2 1		
	Expenses connected with the Exchange of Offices of the Duchy of Cornwall (Repayment of Advance from Civil Contingencies)	314 19 6		
	Government Buildings in the Isle of Man	491 2 3		
	Carisbrook Castle, Isle of Wight	208 10 5		
	Royal, Public, and Ecclesiastical Buildings in Scotland	14,183 9 10		
	Expenses connected with the measurement of Works, and other Payments chargeable upon the Vote generally	611 1 4		
			99,008 7 2	1,581 12 10
Furniture of Public Offices. Class 1.—Vote 3. 1865–66.	For the Supply and Repairs of Furniture in the various Public Departments		11,400 4 7	599 15 5
	Carried forward £.		152,143 6 2	9,282 13 10

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued.*

Dr.

HEADS OF SERVICE.			£. s. d.	Receipts in 1865–66. £. s. d.
		Brought forward - - -		161,426 – –
Royal Parks, Pleasure Gardens, &c. Class 1.—Vote 4. 1865–66.	Grant for the Year 1865–66.	Albert Road, Regent's Park - - - -	1,219 3 10	
		Battersea Park - - - - - -	8,345 9 3	
		Bushy Park - - - - - - -	2,882 10 7	
		Chelsea Hospital Grounds - - -	1,605 7 –	
		Chelsea Military Asylum Grounds - - -	161 10 –	
		Greenwich Park - - - - - -	2,023 19 4	
		Ditto (Ranger's Department) - - - -	361 4 –	
		Hampton Court Park - - - - -	946 19 –	
		Hampton Court Pleasure Gardens - - -	1,914 – 10	
		Hampton Court Roads - - - - -	947 15 3	
		Holyrood Park - - - - - -	1,904 19 –	
		Kennington Park - - - - - -	1,282 16 –	
		Kensington Gardens - - - - -	5,956 – 5	
		Kew Botanic Gardens - - - - -	15,358 17 6	
		Kew Pleasure Gardens - - - - -	4,506 17 10	
		Longford River - - - - - -	1,027 – –	
		Regent's Park and Primrose Hill - - -	8,479 6 2	
		Richmond Park - - - - - -	3,649 6 –	
		Ditto (Ranger's Department) - - - -	2,710 3 –	
		Richmond and Kew Roads - - - -	1,107 10 9	
		St. James's, Green, and Hyde Parks - -	24,774 2 9	
		Ditto (Ranger's Department) - - - -	1,684 8 5	
		Victoria Park - - - - - - -	6,240 13 1	
				99,099 – –
Houses of Parliament. Class 1.—Vote 5. 1865–66.	Grant for the Year 1865–66 - - - - - - - - - - -			49,456 – –
British Embassy Houses, Paris and Madrid. Class 1.—Vote 6. 1865–66.	*Embassy House, Paris:* Grant for the Year 1865–66 - - - - - - - - - - -			5,548 – –
	Embassy House, Madrid: Grant for the Year 1865–66 - - - - - - - - - - -			160 – –
		Carried forward - - - £.		315,680 – –

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued.*

Cr.

HEADS OF SERVICE.			Expenditure in 1865–66.	Balances on 31st March 1866.
			£. s. d.	£. s. d.
	Brought forward		152,143 6 2	9,282 13 10
Royal Parks, Pleasure Gardens, &c. Class 1.—Vote 4. 1865-66.	Albert Road, Regent's Park	1,102 2 6		
	Battersea Park	7,295 15 5		
	Bushy Park	2,941 10 –		
	Chelsea Hospital Grounds	1,248 5 8		
	Chelsea Military Asylum Grounds	125 11 2		
	Greenwich Park	1,853 18 11		
	Ditto (Ranger's Department)	410 11 7		
	Hampton Court Park	922 13 3		
	Ditto Pleasure Gardens	1,792 18 11		
	Ditto Roads	814 4 6		
	Holyrood Park	1,854 – 7		
	Kennington Park	1,154 12 3		
	Kensington Gardens	6,126 9 4		
	Kew Botanic Gardens	15,486 3 2		
	Kew Pleasure Gardens	2,971 5 9		
	Longford River	798 18 11		
	Regent's Park	6,640 – 6		
	Richmond Park	3,304 13 8		
	Ditto (Ranger's Department)	2,585 5 –		
	Richmond and Kew Roads	1,122 3 2		
	St. James's, Green, and Hyde Parks	22,570 9 4		
	Ditto (Ranger's Department)	1,534 – 3		
	Victoria Park	6,094 9 7		
			90,750 3 5	8 339 16 7
Houses of Parliament. Class 1.—Vote 5. 1865–66.	Works, Fittings, &c. under the Architect	6,229 10 –		
	Architect's Commission	474 7 6		
	Works and Repairs necessary for the Maintenance of the Buildings	4,923 2 7		
	Warming, Ventilating, and Lighting the Buildings, including Superintendence and Wages	6,530 17 7		
	Supply of Gas, Oil, Lamps, &c.	5,071 1 8		
	Supply of Fuel	1,600 14 6		
	Pay of Police engaged in the Buildings	1,622 3 8		
	Supply and Repairs of Furniture, Fittings, &c.	3,677 14 –		
	Supply, &c. of Hair-cloth Mats	1,235 9 8		
	Winding, &c. the Great Clock	115 – –		
	Rent, &c. of the Official Residence of the Clerk of the Parliaments	259 10 –		
	Works of Art for the Decoration of the Palace at Westminster	5,743 9 3		
			37,483 – 5	11,972 19 7
British Embassy Houses, Paris and Madrid. Class 1.—Vote 6. 1865–66.	*Embassy House, Paris:*			
	Works, Furniture, &c.	1,134 18 6		
	Clerk of Works' Salary and Allowance	230 15 –		
	Amount transferred to Extra Receipts, page 14, expended on the Embassy House out of Monies received from the Sale of Land acquired for Stables in the Rue d'Anjou, Paris	4,080 5 6		
			5,445 19 –	102 1 –
	Embassy House, Madrid:			
	Reimbursement to Sir J. F. Crampton of Expenses incurred in Repairs in 1864-65 and in 1865–66		33 17 4	71 2 8
	Carried forward	£.	285,911 6 4	29,768 13 8

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued.*

HEADS OF SERVICE.		Receipts in 1865-66.
		£. s. d.
	Brought forward - - -	315,680 - -
British Consulate and Embassy Houses, Constantinople. Class 1.—Vote 7. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - - -	3,455 - -
New Foreign Office. Class 1.—Vote 8. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - - -	60,000 - -
Industrial Museum, Edinburgh. Class 1.—Vote 9. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - - -	9,139 - -
Probate Court, London and District Registries. Class 1.—Vote 10. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - - -	17,893 - -
Public Record Repository. Class 1.—Vote 11. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - - -	28,750 - -
New Westminster Bridge. Class 1.—Vote 12. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - - -	12,000 - -
	Carried forward - - - £.	446,917 - -

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued.*

Cr.

HEADS OF SERVICE.		£. s. d.	Expenditure in 1865-66. £. s. d.	Balances on 31st March 1866. £. s. d.
	Brought forward		285,911 6 4	29,768 13 8
British Consulate and Embassy Houses, Constantinople. Class 1.—Vote 7. 1865-66.	Works, Fittings, &c.	2,783 1 4		
	Repaid "Civil Contingencies" Amount advanced therefrom in 1864-65	670 - -	3,453 1 4	1 18 8
New Foreign Office. Class 1.—Vote 8. 1865-66.	Works	56,928 11 6		
	Architect's Commission	2,846 8 6		
	Clerk of Works' Salary and Disbursements	220 15 7	59,995 15 7	4 4 5
Industrial Museum, Edinburgh. Class 1.—Vote 9. 1865-66.	Works and Fittings	7,395 5 3		
	Clerk of Works' Salary	26 19 -		
	Measuring the Works	65 19 -	7,488 3 3	1,650 16 9
Probate Court, London and District Registries. Class 1.—Vote 10. 1865-66.	Rents, Rates, Lighting, Fuel, &c.	3,169 9 7		
	Works and Repairs	1,167 12 8		
	Furniture, Fittings, &c.	319 13 11		
	Miscellaneous Payments	579 14 8	5,236 10 10	12,656 9 2
	For Details of the above Expenditure, *see* page 13.			
Public Record Repository. Class 1.—Vote 11. 1865-66.	Works, &c.	10,734 1 9		
	Architect's Commission	520 - -		
	Clerk of Works' Salary	221 8 10	11,475 10 7	17,274 9 5
New Westminster Bridge, Class 1.—Vote 12. 1865-66.	Works done under the personal superintendence of the Engineer	202 - 6		
	Repairing Roadway, 1,350 *l.*, and superintending same, 67 *l.* 10 *s.*	1,417 10 -		
	Maintaining Bridge	151 19 11		
	Attendance of Police	252 17 8		
	Supply of Gas and Water	196 8 6		
	Compensation for Damage to a Barge, 17 *l.* 2 *s.*, and Charges in connection therewith, 3 *l.* 3 *s.*	20 5 -		
	Removing Tramway, 3,007 *l.* 12 *s.* 9 *d.*, and for Superintendence, 70 *l.* 3 *s.* 6 *d.*	3,077 16 3		
	Altering the Approaches on the Surrey side of the Bridge, 1,185 *l.* 2 *s.* 10 *d.*; Architect's Commission, 26 *l.* 13 *s.*; Surveyor's Charges, 46 *l.* 13 *s.*	1,258 8 10		
	Payments into Court in the case of "Lucy *v.* the Commissioners Works," for Damage to Barges	600 - -		
	Miscellaneous Payments	11 16 -	7,189 2 8	4,810 17 4
	Carried forward £.		380,749 10 7	66,167 9 5

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued.*

Dr.

HEADS OF SERVICE.		Receipts in 1865-66.
		£. s. d.
	Brought forward - - -	446,917 - -
Nelson Column, Trafalgar Square. Class 1.—Vote 13. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - -	9,500 - -
Patent Office: Class 1.—Vote 14. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - -	4,500 - -
Public Offices Site. Class 1.—Vote 16. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - -	20,000 - -
National Gallery Enlargement. Class 1.—Vote 28. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - -	20,000 - -
Office of Works, &c., Salaries and Expenses. Class 2.—Vote 12. 1865-66.	Grant for the Year 1865-66 - - - - - - - - - -	32,148 - -
Advances for New Courts of Justice and Offices.	Grant for the Year 1865-66 - - - - - - - - - -	700,000 - -
	£.	1,233,065 - -

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued*.

Cr.

HEADS OF SERVICE.			Expenditure in 1865-66.	Balances on 31st March 1866.
			£. s. d.	£. s. d.
	Brought forward - - -		380,749 10 7	66,167 9 5
Nelson Column, Trafalgar Square. Class 1.—Vote 13. 1865-66.	Paid Sir Edwin Landseer further on account of the Lions - - - - - - - - -	£. s. d. 1,000 - -		
	Paid Baron Marochetti for Castings (on account)	6,000 - -	7,000 - -	2,500 - -
Patent Office. Class 1.—Vote 14. 1865-66.	Works - - - - - - - - -	4,000 - -		
	Architect's Commission - - - - -	200 - -		
	Clerk of Works' Salary and Disbursements -	44 1 9	4,244 1 9	255 18 3
Public Offices Site. Class 1.—Vote 16. 1865-66.	Purchase Money - - - - - - -	18,810 - -		
	Law Costs, 76 *l.* 1 *s.* 10 *d.*, and Surveyor's Fee, 105 *l.* - - - - - - - - -	181 1 10		
	Miscellaneous Payments - - - - -	4 11 6	18,995 13 4	1,004 6 8
National Gallery Enlargement. Class 1.—Vote 28. 1865-66.	Nil - - - - - - - - - - - - - -		- Nil -	20,000 - -
Office of Works, &c., Salaries and Expenses. Class 2.—Vote 12. 1865-66.		£. s. d.		
	Salaries of the Establishment - - - - -	25,613 1 7		
	Law Expenses - - - - - - -	3,484 18 9		
	Office Contingencies - - - - -	345 7 3		
	Law Stationers' Clerks - - - - -	664 17 6		
	Travelling and Personal Expenses of the Itinerant Surveyors - - - - - -	734 2 8	30,842 7 9	1,305 12 3
Advances for New Courts of Justice and Offices.	Purchase of Property - - - - - -	34,704 - -		
	Law Costs and Surveyor's Fees - - - -	643 1 1		
	Paid Mr. Pownall, Surveyor, for valuing and negotiating for the Purchase of various Properties required for the Site of the New Courts - - - - - - - -	2,152 10 -	37,499 11 1	662,500 8 11
		£.	479,331 4 6	753,733 15 6

BALANCES: VOTES OF PARLIAMENT, 31st March 1866.

SERVICES.	Exchequer.	Paymaster-General, Cash Balances, less Outstanding Orders.	Sub-Accountants, &c.		Net Balances.
			Drs.	*Crs.*	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Royal Palaces	12,894 17 7	4,560 19 11 overdrawn.	5 18 2	1,238 10 3	7,101 5 7
Public Buildings	194 19 9	1,346 12 8	50 15 10	10 15 5	1,581 12 10
Furniture	- - -	1,324 18 3	- - -	725 2 10	599 15 5
Royal Parks, &c.	10,149 3 -	1,922 12 3 overdrawn.	329 16 4	216 10 6	8,339 16 7
Houses of Parliament	15,745 2 6	3,234 12 5 overdrawn.	- 9 -	537 19 6	11,972 19 7
British Embassy Houses, Paris and Madrid	- - -	145 1 2	28 2 6	- - -	173 3 8
British Consulate and Embassy, Constantinople	369 1 -	197 15 5	40 13 3	605 11 -	1 18 8
New Foreign Office	869 4 11	865 - 6 overdrawn.	- - -	- - -	4 4 5
Industrial Museum, Edinburgh	- - -	38 1 -	1,612 15 9	- - -	1,650 16 9
Probate Court and Registries	10,000 - -	2,616 17 7	39 11 7	- - -	12,656 9 2
Public Record Repository	16,560 8 6	714 - 11	- - -	- - -	17,274 9 5
Westminster Bridge	3,130 18 11	1,679 18 5	- - -	- - -	4,810 17 4
Nelson Column	5,000 - -	2,500 - - overdrawn.	- - -	- - -	2,500 - -
Patent Office	- - -	255 18 3	- - -	- - -	255 18 3
Public Offices, Site	- - -	1,004 6 8	- - -	- - -	1,004 6 8
National Gallery Enlargement	20,000 - -	- - -	- - -	- - -	20,000 - -
Office of Works, &c., Salaries, &c.	- - -	1,133 7 10	347 9 8	175 5 3	1,305 12 3
Advances for New Courts of Justice and Offices	660,000 - -	2,500 8 11	- - -	- - -	662,500 8 11
£.	754,913 16 2	12,957 7 1	2,455 12 1	3,509 14 9	753,733 15 6
Deduct Balances overdrawn	- - -	13,083 5 1	- - -	- - -	- - -
£.	754,913 16 2	125 18 -	2,455 12 1	3,509 14 9	753,733 15 6

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—*continued.*

DETAILED ACCOUNT of the EXPENDITURE for the PROBATE COURT, LONDON and DISTRICT REGISTRIES, for the Year ended 31st March 1866.

Class 1, Vote 10, page 9.

REGISTRY.	Rents, Rates, Lighting, Fuel, &c.	Works and Repairs.	Furniture, Fittings, &c.	Miscellaneous Payments.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
London	1,180 8 6	499 5 6	297 2 11	- - -	1,976 16 11
Bangor	90 16 –	- - -	- - -	9 3 5	99 19 5
Birmingham	119 5 5	25 9 2	- - -	23 3 9	167 18 4
Blandford	21 13 1	13 13 –	- - -	2 17 –	38 3 1
Bodmin	16 13 –	44 13 6	- - -	9 17 11	71 4 5
Bristol	66 4 10	2 10 6	5 11 6	12 – 6	86 7 4
Bury St. Edmund's	139 4 8	6 3 10	- - -	6 1 5	151 9 11
Canterbury	34 11 10	3 16 10	- - -	18 19 8	57 8 4
Carlisle	77 6 11	6 7 3	- - -	12 15 9	96 9 11
Carmarthen	35 – –	25 7 9	- - -	- - -	60 7 9
Chester	142 – 8	11 2 6	- - -	22 13 1	175 16 3
Chichester	58 5 3	7 – 4	- - -	10 11 6	75 17 1
Derby	26 5 7	12 6 6	- - -	18 17 2	57 9 3
Durham	32 7 6	18 15 5	- - -	19 8 3	70 11 2
Exeter	40 15 1	29 1 4	- - -	18 15 –	88 11 5
Gloucester	70 – 6	- - -	- - -	6 2 4	76 2 10
Hereford	18 15 2	– 8 3	2 10 –	13 7 6	35 – 11
Ipswich	22 12 –	7 6 10	- - -	17 19 –	47 17 10
Lancaster	19 15 2	3 10 2	- - -	10 10 –	33 15 4
Leicester	102 7 1	- - -	- - -	20 19 8	123 6 9
Lewes	23 17 7	2 13 10	- - -	11 5 –	37 16 5
Lichfield	33 6 1	64 6 10	- - -	13 5 5	110 18 4
Lincoln	29 – 7	1 16 2	- - -	6 3 –	36 19 9
Liverpool	7 10 11	34 4 9	1 15 6	18 12 –	62 3 2
Llandaff	18 8 1	92 19 5	- - -	20 5 4	131 12 10
Manchester	17 14 10	42 19 2	5 13 4	34 10 10	100 18 2
Newcastle-on-Tyne	17 11 6	10 4 1	6 15 11	7 7 7	41 19 1
Northampton	30 14 9	5 16 10	- - -	8 3 11	44 15 6
Norwich	68 3 5	13 2 3	- - -	18 17 5	100 3 1
Nottingham	74 18 3	4 9 4	- - -	18 4 4	97 11 11
Oxford	19 18 11	9 7 1	- - -	18 19 6	48 5 6
Peterborough	54 6 1	- - -	- - -	8 16 –	63 2 1
St. Asaph	62 12 8	7 5 4	- - -	13 11 2	83 9 2
Salisbury	99 8 7	9 3 6	- - -	11 4 9	119 16 10
Shrewsbury	95 6 4	22 – 9	- - -	15 16 10	133 3 11
Taunton	19 8 5	38 10 4	– 4 9	17 5 1	75 8 7
Wakefield	16 2 6	- - -	- - -	23 3 3	39 5 9
Wells	68 10 11	4 19 –	- - -	18 14 1	92 4 –
Winchester	13 7 2	13 18 3	- - -	11 2 4	38 7 9
Worcester	43 7 2	34 4 3	- - -	20 6 6	97 17 11
York	41 6 7	38 12 10	- - -	9 17 5	89 16 10
£.	3,169 9 7	1,167 12 8	319 13 11	579 14 8	5,236 10 10

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—*continued.*

Dr.

EXTRA RECEIPTS: VOTES OF PARLIAMENT, YEAR 1865–66.

SERVICES.		£. s. d.	£. s. d.	RECEIPTS in 1865–66. £. s. d.
RECEIPTS:				
Balance, 1st April 1865			- - -	9,192 18 6
Net Proceeds of Sale of Land in the Rue d'Anjou, Paris, in 1863–64 and 1864–65, to be paid into the Exchequer as an extra receipt by direction of the Treasury	Page 7 " 45	4,080 5 6 11 18 11		4,092 4 5
ROYAL PALACES AND PUBLIC BUILDINGS:				
Receipts in 1865–66:				
Rents			2,226 4 10	
Amounts received for Water supplied from the Orange-street Waterworks, viz.:		£. s. d.		
Parish of St. Martin-in-the-Fields, for watering the Streets and Supply of Water to Baths		323 19 2		
Master of the Horse, for Water supplied to Royal Mews		120 – –		
War Office, for Water supplied to the Wellington and St. George's Barracks		201 – –		
Admiralty Office		42 10 –		
Inspector of Prisons, for Water supplied to the Prison at Millbank		150 – –		
Messrs. Mowlem & Co., the Contractors, for Water supplied for Roadway, Westminster Bridge		20 – –		
			857 9 2	
Sale of Old Materials			676 7 9	
Amount received from occupiers of Apartments in Hampton Court Palace, in aid of Rates			507 – –	
Received from the Lord Chamberlain, for Services executed under the direction of this Board at Windsor Castle and Hampton Court Palace			151 15 –	
Received from the Lord Chamberlain, in reimbursement of Servants' Wages, Hampton Court Stud House			103 8 –	
Received from the Lord Chamberlain, for household articles supplied to Clarence House			4 15 8	
Received from the Corporation of the City of Edinburgh, being a Moiety of the Insurance on the General Assembly Hall			11 5 –	
Received from the Commissioners of Chelsea Hospital, for extra quantity of Gas consumed by resident Officers			20 14 –	
Received from sundry Volunteer Rifle Corps, for Gas, and Attendance at Westminster Hall and Carlton Ride			88 8 9	
Received for License to suspend Advertisements on Hoarding, King Street, Westminster			6 – –	
Received from the London and Edinburgh Shipping Company, for damage done to Irongate Causeway, Tower of London			1 10 7	
				4,654 18 9
		Carried forward - - - £.		17,940 1 8

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—*continued.*

EXTRA RECEIPTS: VOTES OF PARLIAMENT, YEAR 1865–66.

Cr.

SERVICES.		PAYMENTS and Allowances, 1865–66.	BALANCES.
		£. s. d.	£. s. d.
PAYMENTS AND ALLOWANCES:			
Paid to Her Majesty's Exchequer, the Balance of Net Receipts in 1863–64		4,946 18 4	
Viz.: Sale of Land, Paris	£. s. d. 943 3 2		
Sale of Stone and Plant, Westminster Bridge	4,003 15 2		
£.	4,946 18 4		
Paid to Her Majesty's Exchequer, the Balance of Net Receipts in 1864–65		5,189 3 4	
ROYAL PALACES AND PUBLIC BUILDINGS:			
	£. s. d.		
Works at Westminster Hall, preparing for presentation of Prizes to sundry Volunteer Corps, and Wages of Men attending Overtime during Drills	34 10 1		
Works at the Quadrangle, Somerset House, preparing for inspection of Civil Service Rifle Corps	1 15 –		
Wages of Men attending to the Hot Air Stoves, Windsor Castle, in the Midsummer quarter 1865	5 5 –		
Repairing Damages done to Irongate Stairs by the steamer "Moina"	1 10 7		
Property Tax and Receipt Stamps	27 10 9		
Receiver's Commission	124 2 2		
		194 13 7	4,460 5 2
Carried forward £.		10,330 15 3	4,460 5 2

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865–66—*continued.*

Dr.

SERVICES.	£. s. d.	£. s. d.	RECEIPTS in 1865–66. £. s. d.
Brought forward - - -		- - -	17,940 1 8
ROYAL PARKS, PLEASURE GARDENS, &c.:			
Receipts in 1865–6:			
ALBERT ROAD:			
For opening Road - - - - - - - - - - - - -		8 10 3	
BATTERSEA PARK:			
Grazing Rents - - - - - - - - - - - - -		88 14 1	
BUSHY PARK:	£. s. d.		
Grazing Rents - - - - - - - - -	381 5 –		
Sale of Timber fagots - - - - - - - -	145 3 –		
Sale of Old Materials - - - - - - - -	19 16 6		
		546 4 6	
CHELSEA HOSPITAL GROUNDS:			
Grazing Rent - - - - - - - - - - - - -		16 – –	
GREEN PARK:			
Contributions for Keys - - - - - - - - - - - -		1 1 –	
GREENWICH PARK:	£. s. d.		
Grazing Rent - - - - - - - - -	57 10 –		
Sale of Timber - - - - - - - - -	55 10 –		
		113 – –	
HAMPTON COURT PARK:	£. s. d.		
Rent of Ground in rear of Tennis Court - - -	4 – –		
Master of the Horse, Wages of Park-keeper - - -	47 – –		
Sale of Timber - - - - - - - - -	6 10 –		
Contributions for Keys - - - - - - - - -	62 19 8		
		120 9 8	
HAMPTON COURT GARDENS:			
Sale of Timber - - - - - - - - - - - - -		7 18 –	
HAMPTON COURT GREEN:			
Rent of Green - - - - - - - - - - - - -		20 – –	
HOLYROOD PARK:			
Interest on Current Cash Balance at the Royal Bank of Scotland - -		18 12 11	
Carried forward - - - £.		940 10 5	17,940 1 8

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66 – *continued.*

Cr.

SERVICES.				PAYMENTS and Allowances, 1865-66.			BALANCES.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - -	-	-	-	10,330	15	3	4,460	5	2
ROYAL PARKS, PLEASURE GARDENS, &c.:									
Tithe Rent-charges - - - - - - - - -	507	10	7						
Abatements allowed from Grazing Rents, Wages of Attendants, &c. - - - - - - - - - - -	164	19	5						
Property Tax and Receipt Stamps - - - - - -	26	18	6						
Receiver's Commission - - - - - - - - -	95	14	5						
Insurance on the life of a Gatekeeper, Richmond Park -	5	–	–						
				800	2	11	4,807	9	3
Carried forward - - - £.				11,130	18	2	9,267	14	5

Dr. ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66—*continued.*

SERVICES.	£. s. d.	£. s. d.	RECEIPTS in 1865-66. £. s. d.
Brought forward - - -		940 10 5	17,940 1 8
ROYAL PARKS, PLEASURE GARDENS, &c.—*continued.*			
HYDE PARK:	£. s. d.		
Rent of Ground - - - - - - - - -	1 – –		
Sale of Timber - - - - - - - - -	12 – –		
Contributions for Keys - - - - - - - -	436 – 3		
Acknowledgment Rents for Encroachments - - -	– 12 6		
		449 12 9	
KENNINGTON PARK:			
Grazing Rents - - - - - - - - - - - -		5 13 6	
KENSINGTON GARDENS:	£. s. d.		
Grazing Rents - - - - - - - - - -	140 – –		
Sale of Timber - - - - - - - - - -	62 10 –		
For Old Materials from the Serpentine Works - -	193 8 2		
		395 18 2	
KEW BOTANIC GARDENS:			
Sale of Timber - - - - - - - - - -	26 18 –		
Sale of Old Materials and Windfall Wood - - -	9 2 3		
		36 – 3	
LONGFORD RIVER:			
Freebord Rents - - - - - - - - - - - -		1 4 5	
PARLIAMENT SQUARE GARDENS:	£. s. d.		
Contributions for Keys - - - - - - - -	1 1 –		
Received from Metropolitan District Railway Company for occupation and damage - - - - - -	1,500 – –		
		1,501 1 –	
REGENT'S PARK:			
Grazing Rents - - - - - - - - - -	410 5 –		
Rent of Ground - - - - - - - - - -	336 5 1		
Contributions for Keys - - - - - - - - -	331 12 6		
Sale of Grass - - - - - - - - - -	10 – –		
Opening Roads - - - - - - - - - -	9 16 3		
		1,097 18 10	
RICHMOND PARK:			
For a Tree cut down without permission - - -	– 7 –		
Sale of Old Materials and Windfall Wood - - -	– 14 –		
Sale of Timber, Poles, Fagots, and Bark - - -	323 10 3		
Trespass of Horses - - - - - - - - -	– 4 6		
Amount received from a Gatekeeper, to continue the Insurance on his life, as *per contra* - - - - -	5 – –		
		329 15 9	
RICHMOND PARK (Department of the Ranger):			
Grazing Rents - - - - - - - - - -	205 14 6		
Freebord Rents - - - - - - - - - -	13 14 8		
		219 9 2	
RICHMOND AND KEW ROADS:			
Received for damage done by a Cow - - - - - - - -		– 2 –	
Carried forward - - - £.		4,977 6 3	17,940 1 8

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66—*continued.*

Cr.

SERVICES.	PAYMENTS and Allowances, 1865-66.	BALANCES.
	£. s. d.	£. s. d.
Brought forward - - -	11,130 18 2	9,267 14 5
Carried forward - - - £.	11,130 18 2	9,267 14 5

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66—*continued.*

Dr.

SERVICES.	£. s. d.	£. s. d.	RECEIPTS in 1865-66. £. s. d.
Brought forward - - -		4,977 6 3	17,940 1 8
ROYAL PARKS, PLEASURE GARDENS, &c.—*continued.*			
ST. JAMES'S PARK:			
Grazing Rents - - - - - - - - -	57 7 11		
Rent of Ground - - - - - - - - -	226 15 11		
Money found in the Park - - - - - - -	- 8 -		
		284 11 10	
ST. JAMES'S PARK (Department of the Ranger):			
Grazing Rents - - - - - - - - - - - -		125 - -	
VICTORIA PARK:			
Rent of Refreshment Room - - - - - - -	30 - -		
Grazing Rents - - - - - - - - -	190 14 1		
		220 14 1	
			5,607 12 2
RENTS OF CROWN PROPERTIES, SCOTLAND:			
Receipts in 1865-66:			
Grazing Rents - - - - - - - - - - - -		681 - -	
Ground Rents, &c. - - - - - - - - - - -		68 6 -	
Feu Duties - - - - - - - - - - - -		11 15 1	
Sale of Grass - - - - - - - - - - - -		8 16 -	
			769 17 1
VENISON FEES:			
Amount received for Fees on Warrants for Venison supplied from the Royal Parks, and proceeds of Sale of Deer, and Skins, Horns, and Offal of Deer - - - - -			596 19 6
HOUSES OF PARLIAMENT:			
Sale of Old Materials - - - - - - - - - - - - - - -			33 10 8
Carried forward - - - £.			24,948 1 1

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66—*continued.*

Cr.

SERVICES.		PAYMENTS and Allowances, 1865-66.	BALANCES.
		£. s. d.	£. s. d.
Brought forward - - -		11,130 18 2	9,267 14 5
RENTS OF CROWN PROPERTIES, SCOTLAND:	£. s. d.		
Feu Duties and Parochial Rates - - - - -	62 5 4		
Property Tax - - - - - - - - -	11 15 10		
Bank Charges for Remittances - - - - -	– 10 2		
		74 11 4	695 5 9
VENISON FEES:			
Paid to the Commissioners of Her Majesty's Woods, &c., Fees received for Warrants issued for Venison from Windsor Great Park - - - - - - - -	220 7 –		
Paid Keeper of Bushy Park, Fees for Deer killed in the Park - - - - - - - - - - -	188 2 –		
Catching Deer, Richmond Park - - - - -	3 3 –		
Receiver's Commission and Receipt Stamps - - -	17 10 7		
		429 2 7	167 16 11
HOUSES OF PARLIAMENT:			
Receiver's Commission - - - - - - - - - - -		– 1 6	33 9 2
Carried forward - - - £.		11,634 13 7	10,164 6 3

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66—*continued.*

Dr.

SERVICES.	£. s. d.	RECEIPTS in 1865-66. £. s. d.
Brought forward - - -		24,048 1 1
PROBATE COURT AND REGISTRIES:	£. s. d.	
Rent of portion of the District Registry, Newcastle - - - - -	50 - -	
Ditto - - ditto - - ditto - Bury St. Edmunds -	10 - -	
		60 - -
WESTMINSTER BRIDGE:		
Amount received for proceeds of Sale of Iron Plates - - - - - - - -		59 13 2
OFFICE OF WORKS, &c., SALARIES, &c.:	£. s. d.	
Amount received for Lease, prepared by the Solicitor to the Board -	15 - -	
Received from Messrs. Ellis and Ellis for Taxed Costs in *re* the Commissioners of Her Majesty's Works *v.* the Regent's Canal Company -	570 5 6	
Amount received for Copies of Office Schedules sold to persons proposing to tender for executing ordinary works and repairs to Public Buildings	13 - -	
		598 5 6
POST OFFICE BUILDINGS:		
Sale of Old Materials - - - - - - - - - - - -	38 3 7	
Amount of an Order drawn on the Vote "Post Office Buildings" in 1863-64, cancelled - - - - - - - - - - - -	3 7 2	
		41 10 9
	£.	25,707 10 6

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1865-66—*continued.*

Cr.

SERVICES.		PAYMENTS and Allowances, 1865-6.	BALANCES.
		£. s. d.	£. s. d.
Brought forward - - - £.		11,634 13 7	10,164 6 3
PROBATE COURT AND REGISTRIES:	£. s. d.		
Receiver's Commission - - - - - - -	2 9 9		
Property Tax, Land Tax, Parochial Rates, and Receipt Stamps - - - - - - - - - - -	3 13 6		
		6 3 3	53 16 9
WESTMINSTER BRIDGE - - - - - - - - - -		- - -	59 13 2
OFFICE OF WORKS, &c., SALARIES, &c.:	£. s. d.		
Receiver's Commission - - - - - - -	1 11 6		
Receipt Stamps - - - - - - - - -	- - 1		
		1 11 7	596 13 11
POST OFFICE BUILDINGS:			
Receiver's Commission - - - - - - - - - -		- 6 1	41 4 8
£.		11,642 14 6	10,915 14 9
Paid to Her Majesty's Exchequer, on account of net Receipts in 1865-66		6,000 - -	6,000 - -
		17,642 14 6	
Balance on 31 March 1866, payable to Her Majesty's Exchequer (*vide* p. 48); viz.:	£. s. d.		
Year 1865-66 - - - - - -	4,915 14 9		
Year 1864-65 (Sale of Land, Paris) -	3,149 1 3		
		8,064 16 -	
£.		25,707 10 6	

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—*continued.*

SPECIAL ACCOUNTS.

Dr.

METROPOLIS IMPROVEMENTS, GENERAL ACCOUNT.

(Acts 3 & 4 Vict. c. 87; 4 Vict. c. 12; 4 & 5 Vict. c. 40; and 7 Vict. c. 1.)

	£.	s.	d.
To Balance, 1st April 1865	977	6	8
To Rents received in 1865–66	531	7	10

LINES OF IMPROVEMENTS.

	Long Acre to Charlotte-street.			London Docks to Spitalfields Church.			Coventry-street to Long Acre.			East Smithfield to Rosemary-lane.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Arrears, 1st April 1865	101	–	–	108	4	–	–		–	58	18	–
Rental for the Year 1865–66	202	–	–	177	11	10	–		–	138	16	–
TOTAL Sum receivable £.	303	–	–	285	15	10	–		–	197	14	–
Arrears, 31st March 1866	111	–	–	70	4	–	–		–	73	18	–
Rents received in 1865-66 £.	192	–	–	215	11	10	–		–	123	16	–

£. 531 7 10

	£.	s.	d.
To Purchase-money of Property sold, Line "London Docks to Spitalfields Church"	2,300	–	–
To Amount received from the Tenant of No. 67, Upper East Smithfield, for Insurance to Michaelmas 1866	–	19	6
£.	3,809	14	–

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—*continued.*

SPECIAL ACCOUNTS.

Cr.

METROPOLIS IMPROVEMENTS, GENERAL ACCOUNT.

(Acts 3 & 4 Vict. c. 87; 4 Vict. c. 12; 4 & 5 Vict. c. 40; and 7 Vict. c. 1.)

	£. s. d.
By further Payment to the Consolidated Fund, under the provisions of Act 16 Vict. c. 18 - -	3,508 16 7

	LINES OF IMPROVEMENTS.					
	Long Acre to Charlotte-street.	London Docks to Spitalfields Church.	Coventry-street to Long Acre.	East Smithfield to Rosemary-lane.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
By Property Tax allowed to Tenants, and Receipt Stamps - - - - -	4 1 5	4 4 2	- -	3 3 10	11 9 5	
By Receiver's Commission - - -	6 14 4	7 - 5	28 12 4	4 17 10	47 4 11	
£.	10 15 9	11 4 7	28 12 4	8 1 8		
	£. 58 14 4					

By Payment to Sun Fire Office, Insurance, on No. 67, Upper East Smithfield - - - -	- 19 6
By Balance, 31st March 1866; viz.—	
In the hands of the Paymaster General - - - - - - - - - -	241 3 7
£.	3,809 14 -

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

METROPOLIS IMPROVEMENTS, SPITALFIELDS to SHOREDITCH.

(Act 9 & 10 Vict. c. 34.)

	£. s. d.	£. s. d.
To Balance, 1st April 1865		769 14 10
To Rents received in 1865-66		267 10 –
Viz.: Arrears, 1st April 1865	116 5 –	
Rental for 1865-66	267 10 –	
TOTAL Sum receivable	383 15 –	
Arrears, 31st March 1866	116 5 –	
Rents received in 1865-66 £.	267 10 –	
£.		1,037 4 10

METROPOLIS IMPROVEMENTS FUND ACCOUNT.

(Act 13 & 14 Vict. c. 109.)

	STOCK. £. s. d.	CASH. £. s. d.
To Balance, 1st April 1865	23,708 – 4	—
To Dividends received on Stock	- -	705 3 2
To Amount of Stock purchased for 705 *l.* 3 *s.* 2 *d.* under the provisions of the Act (*vide* per Contra)	798 1 10	—
£.	24,506 2 2	705 3 2

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

METROPOLIS IMPROVEMENTS, SPITALFIELDS to SHOREDITCH.

(Act 9 & 10 Vict. c. 34.)

	£. s. d.
By Receiver's Commission	9 7 3
By Property Tax allowed to Tenants, and Receipt Stamps	6 12 1
By Clerk of Work's Salary and Disbursements	39 9 9
By Balance, 31st March 1866; viz.:	
In the hands of the Paymaster General	981 15 9
£.	1,037 4 10

METROPOLIS IMPROVEMENTS FUND ACCOUNT.

(Act 13 & 14 Vict. c. 109.)

	STOCK.	CASH.
	£. s. d.	£. s. d.
By Amount invested in the purchase of Stock, per contra	- -	705 3 2
By Balance, 31st March 1866 (Stock)	24,506 2 2	—
£.	24,506 2 2	705 3 2

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

WESTMINSTER IMPROVEMENTS.

(Act 13 & 14 Vict. c. 103.)

	£.	s.	d.
To Balance, 1st April 1865	233	18	7
To Amount received from the Commissioners of Metropolitan Police for excess of Police Rate for the Parishes of St. Margaret and St. John, Westminster, for the years 1862, 1863, and 1864	1,912	14	6
£.	2,146	13	1

LIABILITIES ON ACCOUNT OF MONEYS

	BALANCES, 1st April 1865.		
	£.	s.	d.
CHELSEA BRIDGE:			
To Balance, 1st April 1865	51,500	–	–
CHELSEA EMBANKMENT:			
To Balance, 1st April 1865	15,000	–	–
BATTERSEA PARK:			
To Balance, 1st April 1865	150,000	–	–
£.	216,500	–	–

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

WESTMINSTER IMPROVEMENTS.

(Act 13 & 14 Vict. c. 103.)

	£. s. d.
By Payment of Fees for Certificates of Excess of Police Rate for the years 1862, 1863, and 1864	30 – –
By Payment to the Exchequer of the Amount received from the Commissioners of Metropolitan Police, as per contra (less Fee for Certificate, as above), Act 16 Vict. c. 18	1,882 14 6
By Payment to the Exchequer of Amount received in 1864-65 from the Parishes of St. Margaret and St. John, Westminster, for proportion of the improved Poor Rates of the said Parishes for the years 1857, 1858, 1859, and 1863	233 18 7
£.	2,146 13 1

BORROWED FOR METROPOLITAN IMPROVEMENTS.

	£. s. d.	LIABILITIES Discharged in 1865-66. £. s. d.	BALANCES, 31st March 1866. £. s. d.
CHELSEA BRIDGE:			
By Balance due to the Public Works Loan Commissioners		– –	51,500 – –
Balance of Interest on 31st March 1865	19,755 12 3		
Add Interest accrued in 1865-66, at 4 per cent.	2,060 – –		
Balance of Interest on 31st March 1866 £.	21,815 12 3		
CHELSEA EMBANKMENT:			
By Balance due to the Public Works Loan Commissioners		– –	15,000 – –
Balance of Interest on 31st March 1865	7,749 – 9		
Add Interest accrued in 1865-66, at 4 per cent.	600 – –		
Balance of Interest on 31st March 1866 £.	8,349 – 9		
BATTERSEA PARK:			
By Balance due to the Public Works Loan Commissioners		– –	150,000 – –
Balance of Interest on 31st March 1865	80,952 6 5		
Add Interest accrued in 1865-66, at 4 per cent.	6,000 – –		
Balance of Interest on 31st March 1866 £.	86,952 6 5		
£.		– –	216,500 – –

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

HOLYHEAD ROADS, &c.—LOANS RELIEF ACCOUNT.

(Act 24 & 25 Vict. c. 28.)

1st. CONSOLIDATED FUND LOANS.

TRUSTS.	Total Amounts payable by the Trustees, and how to be Paid.	Annual Amounts payable by the Trustees.	Date on which Instalments are payable by the Trustees.	Sums payable by the Trustees in 1865-66.	Balances, 1st April 1865.
		£. s. d.		£. s. d.	£. s. d.
St. Alban's and South Mims	£. 2,250, in 15 Annual Instalments	150 – –	20th August	150 – –	1,650 – –
Highgate Archway Company	£. 9,000, in 15 Annual Instalments	400 – – first five years, 600 – – second five years, 800 – – third five years.	30th April	400 – –	7,800 – –
Shiffnal District	£. 1,800, in 15 Annual Instalments	120 – –	31st December	120 – –	1,320 – –
			£.	670 – –	10,770 – –

2d. EXCHEQUER BILL LOANS.

		£. s. d.		£. s. d.	£. s. d.
Puddle Hill	Proceeds of Sale of Toll-house, &c., and any Balance of Moneys in their hands at least one week previously to date of cessation of Local Act (54 Geo. 3, c. 121)	– –	Local Act still in force	– –	—
Stratford and Dunchurch	£. 9,000, in 15 Annual Instalments	600 – –	31st Dec.	600 – –	6,600 – –
				£.	6,600 – –

CASH ACCOUNT OF THE ABOVE

	£. s. d.
To Balance, 1st April 1865	600 – –
To Receipts in the Year 1865-66, as shown in the above Accounts, viz.:	
Consolidated Fund Loans	670 – –
Exchequer Bill Loans	600 – –
£.	1,870 – –

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

HOLYHEAD ROADS, &c.—LOANS RELIEF ACCOUNT.

(Act 24 & 25 Vict. c. 28.)

1st. CONSOLIDATED FUND LOANS.

TRUSTS.	Sums received from the Trustees in 1865–66. Particulars.	Amount.	Balances on 31st March 1866.
		£. s. d.	£. s. d.
St. Alban's and South Mims	5th Annual Instalment	150 – –	1,500 – –
Highgate Archway Company	4th Annual Instalment	400 – –	7,400 – –
Shiffnal District	5th Annual Instalment	120 – –	1,200 – –
	£.	670 – –	10,100 – –
		£. 10,770 – –	

2d. EXCHEQUER BILL LOANS.

		£. s. d.	£. s. d.
Puddle Hill		– – –	Proceeds of Sale, &c., as per Contra.
Stratford and Dunchurch	5th Annual Instalment	600 – –	6,000 – –
		£. 6,600 – –	

CASH ACCOUNT OF THE ABOVE.

	£. s. d.
By Payments in the Year 1865-66; viz.:	
To the Consolidated Fund	670 – –
By Balance 31 March 1866; viz.:	
In the hands of the Paymaster General	1,200 – –
£.	1,870 – –

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

BATTERSEA PARK.

(Act 9 & 10 Vict. c. 38.)

	£.	s.	d.
To Balance, 1st April 1865	9,182	2	7
To Rents received in 1865–66	740	10	7
To Amount received from the West-End of London and Crystal Palace Railway Company, for Interest of Purchase-money of Land agreed to be sold to them	1,052	13	–
To Amount received from the West-End of London and Crystal Palace Railway Company, being the Fourth Instalment of Purchase-money	13,158	2	6
To Amount received from the London, Brighton and South Coast Railway Company, on account of Second Instalment (10,000 *l.*) of Purchase-money of Land sold to the West London Wharves and Warehouses Company (Limited)	7,450	–	–
To Amount received for the Sale of Crown Wharf, Battersea	1,860	–	–
£.	33,443	8	8

CHELSEA EMBANKMENT.

(Act 9 & 10 Vict. c. 39.)

	£.	s.	d.
To Balance, 1st April 1865	1,239	18	7
£.	1,239	18	7

PIMLICO IMPROVEMENTS.

(Act 15 & 16 Vict. c. 78.)

	£.	s.	d.
To Balance, 1st April 1865	532	8	1
£.	532	8	1

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

- - - - - - - - - BATTERSEA PARK.

(Act 9 & 10 Vict. c. 38.)

	£.	s.	d.
By Costs of Formation of Drains and Sewers - - - - - - - - - - - -	4,300	–	–
By Architect's Commission - - - - - - - - - - - - - - - -	215	–	–
By Clerk of Work's Salary - - - - - - - - - - - - - - - -	17	10	–
By Costs of Lithographing Plans - - - - - - - - - - - - - - -	1	7	6
By Amount allowed to a Tenant in respect of Land resumed - - - - - - - -	3	13	2
By Receiver's Commission - - - - - - - - - - - - - - - -	25	5	2
By Property Tax and Receipt Stamps - - - - - - - - - - - - - -	8	15	11
By Balance, 31st March 1866, viz.:			
In the hands of the Paymaster General - - - - - - - - - - - -	28,871	16	11
£.	33,443	8	8

- - - - - - - - - CHELSEA EMBANKMENT.

(Act 9 & 10 Vict. c. 39.)

	£.	s.	d.
By Works, &c. -	6	2	–
By Balance, 31st March 1866, viz.:			
In the hands of the Paymaster General - - - - - - - - - - - -	1,233	16	7
£.	1,239	18	7

- - - - - - - - - PIMLICO IMPROVEMENTS.

(Act 15 & 16 Vict. c. 78.)

	£.	s.	d.
By Balance, 31st March 1866, viz.:			
In the hands of the Paymaster General - - - - - - - - - - - -	532	8	1
£.	532	8	1

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

WESTMINSTER BRIDGE ESTATE.

(Act 16 & 17 Vict. c. 46.)

	£.	s.	d.
To Balance, 1st April 1865	2,668	13	8
To Rents received in 1865–66	5,362	13	–
Viz.: Arrears 1st April 1865 £. 1,340 14 9			
Rental for the Year 1865–66 5,362 13 –			
Total Sum receivable 6,703 7 9			
Arrears 31st March 1866 1,340 14 9			
Rents received in 1865–66 5,362 13 –			
To Amount received in reimbursement of a like Amount allowed to a Tenant in error for Property Tax	–	6	3
£.	8,031	12	11

BROMPTON CEMETERY.

(Act 15 & 16 Vict. c. 85.)

	£.	s.	d.
To Balance, 1st April 1865	1,891	9	4
To Amount received for Law Costs	15	6	2
To Amount received by Manager of Cemetery for Burials	11,834	16	4
To - - ditto - - ditto - for Stamps on Grants of Right of Interment	45	15	6
To - - ditto - - ditto - for Stamps on outstanding Grants of Right of Interment	–	7	–
To - - ditto - - ditto - for Sale of Grass	9	–	–
To - - ditto - - ditto - for Rent of Encroachment on Boundary Wall	–	10	–
£.	13,797	4	4

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

WESTMINSTER BRIDGE ESTATE.

(Act 16 & 17 Vict. c. 46.)

	£. s. d.
By Payment to Her Majesty's Exchequer on account of Rents, &c. received	5,138 3 8
By Receiver's Commission	191 12 10
By Property Tax and Receipt Stamps	76 14 2
By Balance 31st March 1866; viz.:	
In the hands of the Paymaster General	2,625 2 3
£.	8,031 12 11

BROMPTON CEMETERY.

(Act 15 & 16 Vict. c. 85.)

	£. s. d.	£. s. d.
By Works and Supplies		1,075 16 11
By Salary of Manager of Cemetery		400 – –
By Salaries of Chaplain and Assistant Chaplain		400 – –
By Salaries of Office Clerks and Clerk and Superintendent at Cemetery and Assistant to ditto		455 12 10
By Rent of Office, No. 12, Haymarket,		90 – –
By Payments by Manager of Cemetery; viz.:		
Wages of Grave Diggers and Ground Workmen	1,691 8 11	
Fees to Dissenting Minister	6 15 –	
Fees to Incumbents and Clerks of Metropolitan Parishes	1,798 11 6	
Disbursements on account of Cemetery	560 16 6	
Office Expenses, Postage, &c.	47 – 9	
Stamps on Grants of Right of Interment	41 4 –	
		4,145 16 8
By Payments to Her Majesty's Exchequer, pursuant to Act 15 & 16 Vict. c. 85		5,000 – –
By Balance on 31st March 1866; viz.:	£. s. d.	
In the hands of the Paymaster General	1,460 4 10	
Ditto – the Manager	709 13 1	
		2,229 17 11
£.		13,797 4 4

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

SHREWSBURY AND HOLYHEAD ROAD.

	£.	s.	d.
To Balance, 1st April 1865	720	5	7
To Rents, Coach Tolls, &c. received in 1865-66	4,745	13	7
£.	5,465	19	2

MORTGAGE ACCOUNT (SHREWSBURY AND HOLYHEAD ROAD).

	£.	s.	d.
To Balance, 1st April 1865	548	15	–

MENAI AND CONWAY BRIDGES (TOLLS ACCOUNT).

(Act 4 & 5 Will. 4, c. 66.)

	£.	s.	d.	£.	s.	d.
To Balance, 1st April 1865				2,798	–	9
To Receipts in 1865–66; viz.:						
Menai Bridge:						
Tolls, &c.				1,579	12	–
Conway Bridge:						
Tolls, &c.	807	10	–			
Received from the London and North Western Railway Company, for the use of the Slopes of the Embankment at Conway Bridge, one year to Michaelmas 1865	260	–	–			
				1,067	10	–
£				5,445	2	9

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

SHREWSBURY AND HOLYHEAD ROAD.

	£.	s.	d.	£.	s.	d.
By Maintenance of Road, including Salary and Travelling Expenses of the Engineer				3,168	–	5
By Balance 31st March 1866; viz.:						
In the hands of the Paymaster General	2,027	4	–			
Ditto – Joseph Haywood, Engineer	272	4	9			
	2,299	8	9			
Less,—Due to the Commissioners of Inland Revenue for Income Tax not paid over	1	10	–			
				2,297	18	9
			£.	5,465	19	2

MORTGAGE ACCOUNT (SHREWSBURY AND HOLYHEAD ROAD).

	£.	s.	d.
By Balance of Debt, outstanding 31st March 1866	548	15	–

MENAI AND CONWAY BRIDGES (TOLLS ACCOUNT).

(Act 4 & 5 Will. 4, c. 66.)

	£.	s.	d.	£.	s.	d.
By Expenses of Collection in 1865–66; viz.:						
Menai Bridge	18	16	8			
Conway Bridge	26	–	11			
				44	17	7
By Balance, 31st March 1866; viz.:						
In the hands of the Paymaster General				5,400	5	2
			£.	5,445	2	9

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

CHELSEA BRIDGE (TOLLS ACCOUNT).

(Acts 9 & 10 Vict. c. 39, and 21 & 22 Vict. c. 66.)

	£.	s.	d.
To Balance, 1st April 1865	3,374	4	3
To Tolls received in 1865-66	5,317	–	7
£.	8,691	4	10

POST OFFICE BUILDINGS.

	£.	s.	d.
To Balance, 1st April 1865	1,603	2	5
To Amount received from the Postmaster General on account of Vote for 1865-66	50,000	–	–
Carried forward £.	51,603	2	5

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

CHELSEA BRIDGE (TOLLS ACCOUNT).

(Acts 9 & 10 Vict. c. 39, and 21 & 22 Vict. c. 66.)

	£. s. d.	£. s. d.
By Wages of Toll Collectors		443 6 5
By Maintenance of the Bridge, including Supply of Gas, Watering the Roads, &c.		993 12 4
By Salary and Disbursements of the Superintendent of the Collection of the Tolls		66 12 11
By Balance, 31st March 1866; viz.:		
In the hands of the Paymaster General	7,119 – 9	
Ditto - the Superintendent	69 9 1	
	7,188 9 10	
Less,—Due to the Commissioners of Inland Revenue for Income Tax not paid over	– 16 8	
		7,187 13 2
	£.	8,691 4 10

POST OFFICE BUILDINGS.

By Payments; viz.:	Works and Repairs. £. s. d.	Furniture and Fittings. £. s. d.	Payments to Architects, Surveyors, and Clerks of Works. £. s. d.	TOTALS. £. s. d.	£. s. d.
General Post Office	6,085 7 –	3,382 15 9	67 12 –	9,535 14 9	
Eastern, Commercial Road, East	177 14 2	16 7 9	- - -	194 1 11	
Eastern Central, Lombard Street	475 5 8	38 17 –	- - -	514 2 8	
Money Order Office	85 13 8	101 3 10	- - -	186 17 6	
Northern, Islington	1,180 9 –	30 2 –	37 16 –	1,248 7 –	
North Eastern, Bethnal Green	173 1 5	24 16 8	- - -	197 18 1	
North Eastern, Hackney	32 4 1	2 1 3	- - -	34 5 4	
North Western, St. John's Wood	45 15 2	5 3 10	- - -	50 19 –	
North Western, Camden Town	359 16 –	26 18 7	- - -	386 14 7	
Southern, Lambeth	273 7 6	24 8 2	- - -	297 15 8	
South Eastern, Borough	3,800 10 5	29 5 2	88 4 –	3,917 19 7	
South Western, Pimlico	293 19 5	57 12 –	- - -	351 11 5	
South Western, Chelsea	1,311 1 3	18 17 11	- - -	1,329 19 2	
Western, Paddington	58 18 4	6 4 5	- - -	65 2 9	
Western, Vere Street, Oxford Street	774 13 6	52 11 8	- - -	827 5 2	
Western, Notting Hill	89 12 7	1 6 3	- - -	90 18 10	
Western Central, Charing Cross	34 11 3	5 10 8	- - -	40 1 11	
Western Central, Holborn	162 10 1	25 2 3	- - -	187 12 4	
London Bridge, Railway Station	- - -	5 4 3	- - -	5 4 3	
London Docks, Receiving House	– 3 –	- - -	- - -	– 3 –	
Western, Kensington	194 17 11	5 15 3	- - -	200 13 2	
North Western, Hampstead	157 – 5	– 4 6	- - -	157 4 11	
TOTAL for General Post Office, London, and its Branches £.	15,766 11 10	3,860 9 2	193 12 –	- - -	19,820 13 –
Annuity Department	- - -	241 15 –	- - -	241 15 –	
Savings Bank Branch	807 14 11	537 6 4	- - -	1,345 1 3	
	807 14 11	779 1 4	- - -	- - -	1,586 16 3
Bath - Post Office	76 14 –	2 5 8	- - -	78 19 8	
Birkenhead - „	2,014 17 3	2 16 10	115 1 8	2,132 15 9	
Birmingham - „	615 16 10	35 4 4	- - -	651 1 2	
Bolton - „	– 6 6	- - -	- - -	– 6 6	
Brighton - „	7 7 4	- - -	- - -	7 7 4	
Bristol - „	75 15 9	31 13 7	- - -	107 9 4	
Cambridge - „	254 5 4	21 3 1	- - -	275 8 5	
Canterbury - „	36 7 2	- - -	- - -	36 7 2	
Carlisle - „	72 – 2	12 1 6	- - -	84 1 8	
Chatham - „	– 1 6	- - -	- - -	– 1 6	
Carmarthen - „	47 16 2	61 14 7	- - -	109 10 9	
Cheltenham - „	37 10 –	2 17 3	- - -	40 7 3	
Colchester - „	2 19 5	- - -	- - -	2 19 5	
Coventry - „	14 5 7	– 2 –	- - -	14 7 7	
Darlington - „	2 2 –	- - -	- - -	2 2 –	
Carried forward	3,258 5 –	169 18 10	115 1 8	3,543 5 6	21,407 9 3

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

POST OFFICE BUILDINGS—*continued.*

	£.	s.	d.
Brought forward - - -	51,603	2	5
£.	51,603	2	5

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

POST OFFICE BUILDINGS—*continued.*

	Works and Repairs.	Furniture and Fittings.	Payments to Architects, Surveyors, and Clerks of Works.	TOTALS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	3,258 5 –	169 18 10	115 1 8	3,543 5 6	21,407 9 3
By Payments; viz.:					
Derby - - Post Office -	101 13 1	43 5 2	- - -	144 18 3	
Devonport - - „ -	108 18 6	- - -	- - -	108 18 6	
Doncaster - - „ -	3 10 9	- - -	- - -	3 10 9	
Dover - - - „ -	18 12 1	1 1 –	- - -	19 13 1	
Exeter - - - „ -	914 12 1	100 10 11	48 15 2	1,063 18 2	
Gloucester - - „ -	9 14 5	– 9 6	- - -	10 3 11	
Hastings - - „ -	- - -	11 – –	- - -	11 – –	
Halifax - - „ -	21 11 10	1 10 –	- - -	23 1 10	
Harrogate - - „ -	143 4 3	57 2 6	- - -	200 6 9	
Hereford - - „ -	12 15 11	– 3 3	- - -	12 19 2	
Huddersfield - „ -	701 14 3	63 6 2	95 10 3	860 10 8	
Hull - - - „ -	348 2 5	57 1 7	- - -	405 4 –	
Ipswich - - „ -	7 18 1	1 18 –	- - -	9 16 1	
Leeds - - - „ -	7 6 6	5 2 –	- - -	12 8 6	
Leicester - - „ -	23 – 4	2 5 8	- - -	25 6 –	
Lincoln - - „ -	24 12 9	– 3 6	- - -	24 16 3	
Liverpool - - „ -	1,419 19 9	144 16 8	102 7 5	1,667 3 10	
Maidstone - - „ -	- - -	8 8 –	- - -	8 8 –	
Manchester - - „ -	352 15 –	95 10 10	51 13 8	499 19 6	
Middlesborough - „ -	- - -	– 8 6	- - -	– 8 6	
Newcastle-on-Tyne „ -	67 13 10	1 11 4	- - -	69 5 2	
Newport - - „ -	24 8 3	- - -	- - -	24 8 3	
Normanton - - „ -	3 8 10	- - -	- - -	3 8 10	
Norwich - - „ -	9 – 1	8 17 –	- - -	17 17 1	
Nottingham - - „ -	15 16 5	– 6 6	- - -	16 2 11	
Oldham - - „ -	– 6 –	- - -	- - -	– 6 –	
Oxford - - „ -	568 19 –	79 12 4	63 – –	711 11 4	
Penrith - - „ -	- - -	8 8 –	- - -	8 8 –	
Plymouth - - „ -	84 11 1	– 4 3	- - -	84 15 4	
Portsmouth - - „ -	3 12 8	- - -	- - -	3 12 8	
Preston - - „ -	1 17 3	- - -	- - -	1 17 3	
Reading - - „ -	2 18 –	- - -	- - -	2 18 –	
Rotherham - - „ -	- - -	13 8 –	- - -	13 8 –	
Rugby - - - „ -	61 14 5	1 19 3	- - -	63 13 8	
Sheffield - - „ -	28 19 –	2 16 1	- - -	31 15 1	
Shrewsbury - - „ -	177 16 8	2 9 3	- - -	180 5 11	
Southampton - „ -	283 6 –	43 13 9	- - -	326 19 9	
Sunderland - - „ -	263 12 5	8 4 10	- - -	271 17 3	
Stockton-on-Tees - „ -	- - -	16 12 –	- - -	16 12 –	
Stoke-upon-Trent - „ -	222 19 –	101 1 11	- - -	324 – 11	
Stafford - - - „ -	- - -	1 – –	- - -	1 – –	
Staplehurst - - „ -	- - -	8 8 –	- - -	8 8 –	
Swansea - - „ -	3 1 6	- - -	- - -	3 1 6	
Taunton - - „ -	93 13 6	2 14 2	- - -	96 7 8	
Torquay - - „ -	33 17 10	27 10 –	- - -	61 7 10	
Wakefield - - „ -	- - -	16 12 –	- - -	16 12 –	
Ulverston - - „ -	- - -	7 4 –	- - -	7 4 –	
Windermere - - „ -	- - -	8 8 –	- - -	8 8 –	
Wolverhampton - „ -	56 7 11	32 4 –	- - -	88 11 4	
Yarmouth - - „ -	21 8 9	- - -	- - -	21 8 9	
York - - - „ -	77 9 –	1 – –	- - -	78 9 –	
Aberdeen - - „ -	44 10 2	11 1 –	- - -	55 11 2	
Dundee - - „ -	15 2 5	10 9 6	- - -	25 11 11	
Edinburgh - - „ -	*11,752 11 9	137 18 11	138 13 –	12,029 3 8	
Glasgow - - „ -	259 11 9	15 1 11	- - -	274 13 8	
Greenock - - „ -	19 19 2	– 5 6	- - -	20 4 8	
Inverness - - „ -	427 8 4	- - -	27 5 6	454 13 10	
Perth - - - „ -	11 16 10	22 19 –	- - -	34 15 10	
TOTAL for Provincial Post Offices - £.	22,116 4 10	1,356 2 7	642 6 8	- - -	24,114 14 1
By Balance, 31st March 1866; viz.:—					
In the hands of the Paymaster General - - - - - - - - - -					6,080 19 1
				£	51,603 2 5

* Including £. 18. 4. 6. for Feu Duties.

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

PRELIMINARY INQUIRIES ON APPLICATIONS FOR LOCAL ACTS.

	£. s. d.
To Balance, 1st April 1865	1,250 14 7

ROYAL PORTLAND DISPENSARY FUND.

(Act 13 & 14 Vict. c. 116.)

	Stock, 3 per Cent. Reduced Annuities.	CASH.
	£. s. d.	£. s. d.
To Balance 1st April 1865, Stock	1,028 5 7	—
To Interest of 1,028 *l.* 5 *s.* 7 *d.* Stock, one Year, to 10th October 1865	- - -	30 16 10
£.	1,028 5 7	30 16 10

PORTLAND FERRY BRIDGE FUND.

(Act 13 & 14 Vict. c. 116.)

	Stock, 3 per Cent. Consols.	CASH.
	£. s. d.	£. s. d.
To Balance, 1st April 1865, Stock	2,168 15 –	—
To Interest of 2,168 *l.* 15 *s.* Stock, one Year, to 5th January 1866	- - -	63 19 6
£.	2,168 15 –	63 19 6

FUNERAL AND TOMB OF FIELD MARSHAL THE DUKE OF WELLINGTON.

	£. s. d.
To Balance, 1st April 1865	30 7 10

WELLINGTON MONUMENT.

	£. s. d.
To Balance, 1st April 1865	190 10 5

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

PRELIMINARY INQUIRIES ON APPLICATIONS FOR LOCAL ACTS.

	£. s. d.
By Balance, 31st March 1866; viz.:	
In the hands of the Paymaster General, "Miscellaneous Accounts"	1,250 14 7

ROYAL PORTLAND DISPENSARY FUND.

(Act 13 & 14 Vict. c. 116.)

	Stock, 3 per Cent. Reduced Annuities.	CASH.
	£. s. d.	£. s. d.
By Amount paid to the Chairman of the Royal Portland Dispensary	- - -	30 16 10
By Balance, 31st March 1866, Stock	1,028 5 7	—
£.	1,028 5 7	30 16 10

PORTLAND FERRY BRIDGE FUND.

(Act 13 & 14 Vict. c. 116.)

	Stock, 3 per Cent. Consols.	CASH.
	£. s. d.	£. s. d.
By Amount paid to the Portland Ferry Bridge Committee	- - -	63 19 6
By Balance, 31st March 1866, Stock	2,168 15 –	—
£.	2,168 15 –	63 19 6

FUNERAL AND TOMB OF FIELD MARSHAL THE DUKE OF WELLINGTON.

	£. s. d.
By Balance, 31st March 1866; viz.:	
In the hands of the Paymaster General, "Miscellaneous Accounts"	30 7 10

WELLINGTON MONUMENT.

	£. s. d.
By Balance, 31st March 1866; viz.:	
In the hands of the Paymaster General, "Miscellaneous Accounts"	190 10 5

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

WORKS AT CLAREMONT.

	£.	s.	d.	£.	s.	d.
To Amount received from the Trustees of the King of the Belgians				1,039	9	10
To Balance, 31st March 1866; viz.:						
Due to "Miscellaneous Accounts," Cash	4	12	1			
„ William Starie	–	17	11			
				5	10	–
			£.	1,044	19	10

ADMISSION FEE FUND, HOLYROOD PALACE

	£.	s.	d.	£.	s.	d.
To Balance, 1st April 1865				30	2	3
To Receipts in 1865–66; viz.:						
Holyrood Palace and Chapel "Admission Fees"	615	12	6			
Glasgow Cathedral - ditto	111	2	2			
				726	14	8
			£.	756	16	11

BRITISH EMBASSY HOUSE, PARIS (SALE OF LAND).

	£.	s.	d.
To Balance, 1st April 1865	11	18	11

ADMIRALTY GARDEN.

	£	s.	d.	£.	s.	d.
To Amount received from the Lords of the Admiralty				11	18	6
To Balance, 31st March 1866; viz.:						
Due to "Miscellaneous Accounts," Cash	19	10	6			
Less,—In the hands of John Mann	–	1	9			
				19	8	9
			£.	31	7	3

INLAND REVENUE OFFICE, LIVERPOOL.

	£.	s.	d.
To Balance, 1st April 1865	8	7	9
To Amount received from the Commissioners of Inland Revenue	661	3	1
£.	669	10	10

SITE OF EXHIBITION OF 1862.

	£.	s.	d.
To Balance, 1st April 1865	157	7	–

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

- - - - - - - - - WORKS AT CLAREMONT.

	£. s. d.
By Balance, 1st April 1865 - - - - - - - - - - - - - - - -	5 10 -
By Works, &c. - - - - - - - - - - - - - - - - - -	1,039 9 10
£.	1,044 19 10

- - - - - - AND CHAPEL, AND GLASGOW CATHEDRAL.

	£. s. d.	£. s. d.
By Payments in 1865-66; viz.:		
Holyrood Palace and Chapel, Wages and Liveries of Attendants, &c. - - - - - - - - - - - - - -	345 9 3	
Glasgow Cathedral - - ditto - - - ditto - -	270 3 1	
		615 12 4
By Balance, 31st March 1866; viz.:		
In the hands of the Paymaster General, "Miscellaneous Accounts"	125 6 8	
Ditto - Robert Matheson - - - - - - - - -	15 17 11	
		141 4 7
£.		756 16 11

- - - - - BRITISH EMBASSY HOUSE, PARIS (SALE OF LAND).

	£. s. d.
By Transfer to "Extra Receipts" (page 14) - - - - - - - - - - - -	11 18 11

- - - - - - - - - - ADMIRALTY GARDEN.

	£. s. d.
By Balance, 1st April 1865 - - - - - - - - - - - - - - -	11 18 6
By Wages -	19 8 9
£.	31 7 3

- - - - - - - INLAND REVENUE OFFICE, LIVERPOOL.

	£. s. d.
By Works -	375 4 6
By Balance, 31st March 1866; viz.:	
In the hands of the Paymaster General, "Miscellaneous Accounts" - - -	294 6 4
£.	669 10 10

- - - - - - - - - SITE OF EXHIBITION OF 1862.

	£ s. d.
By Balance, 31st March 1866; viz.:	
In the hands of the Paymaster General, "Miscellaneous Accounts" - - -	157 7 -

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

LAW COURTS CONCENTRATION.

	£.	s.	d.
To Amount received from the Lords of Her Majesty's Treasury	2,319	9	2
£.	2,319	9	2

CLARENCE HOUSE, ST. JAMES'.

	£.	s.	d.
To Amount received from the Lord Chamberlain for Services, *per contra*	14	3	2

BETHLEHEM HOSPITAL

	£.	s.	d.
To Proceeds of Sale of Materials of Buildings at Bethlehem Hospital used for Criminal Lunatics	1,323	11	2
£.	1,323	11	2

DEPARTMENT OF SCIENCE AND ART.

	£.	s.	d.
To Amount received from the Committee of Council on Education	1,145	4	9
£.	1,145	4	9

GENERAL POST OFFICE (ACQUISITION OF ADDITIONAL SITE).

	£.	s.	d.
To Amount received from Her Majesty's Postmaster General	285	7	–

PURCHASE OF DR. LINDLEY'S ORCHID HERBARIUM.

	£.	s.	d.
To Amount received from the Lords of Her Majesty's Treasury	500	–	–

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.* *Cr.*

- - - - - - - - LAW COURTS CONCENTRATION.

	£.	s.	d.
By Payment to J. Pennethorne, Esq., Architect, for preparing Books of Reference, Plans and Estimates	510	–	–
By Payment to Messrs. Pritt & Co., Parliamentary Agents, for Services in connection with the Courts of Justice Bill (Session 1865)	828	18	4
By Payments to Messrs. Hammond and Eiloart, Surveyors, for Inspections and Statement of Particulars	52	10	–
By Payment to Messrs. Field & Co., Solicitors, of Law Charges and Expenses in connection with obtaining Title to and Possession of various Properties required for the Site of the New Courts	156	1	9
By Payment to George Pownall, Esq., Surveyor, for Valuing and negotiating for the Purchase of various Properties	519	–	–
By Payment to ditto of Fee for Estimating Cost of acquiring certain Property	100	–	–
By Clerks' Salaries	130	–	–
By Lithographing Plans	11	6	–
By Miscellaneous Payments	11	13	1
£.	2,319	9	2

- - - - - - - - CLARENCE HOUSE, ST. JAMES'.

	£.	s.	d.
Preserving Furniture, and for Gas supplied	14	3	2

- - - - - - - - BETHLEHEM HOSPITAL.

	£.	s.	d.
By Payment for Levelling the Site	100	–	–
By Balance, 31st March 1866; viz:			
In the hands of the Paymaster General, "Miscellaneous Accounts"	1,223	11	2
£.	1,323	11	2

- - - - - - - DEPARTMENT OF SCIENCE AND ART.

	£.	s.	d.
By Work done, and Articles supplied to the Museum of Geology and the College of Chemistry, Jermyn-street, and the Museum at South Kensington, subsequently to 31 March 1865	1,069	4	9
By Rent and Insurance of No. 27 Jermyn-street	76	–	–
£.	1,145	4	9

- - - GENERAL POST OFFICE (ACQUISITION OF ADDITIONAL SITE).

	£.	s.	d.
By Payment to Surveyor for preparing Plans and Books of Reference	285	7	–

- - - - PURCHASE OF DR. LINDLEY'S ORCHID HERBARIUM.

	£.	s.	d.
By Amount paid to Dr. Lindley for the purchase of his Herbarium for Kew Botanic Gardens	500	–	–

BALANCES—SPECIAL ACCOUNTS, 31 March 1866.

SERVICES.	Securities.	Paymaster General; Cash Balances, less Outstanding Orders.	Sub-Accountants, &c.		Net General Balances.	
			Drs.	Crs.	Available.	Overdrawn.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Extra Receipts	– – –	7,884 16 4	180 – 2	– – 6	8,064 16 –	—
Metropolis Improvements, General Account	– – –	241 3 7	– –	– –	241 3 7	—
Ditto – – ditto Spitalfields to Shoreditch	– – –	981 15 9	– –	– –	981 15 9	—
Ditto – – ditto Fund Account	24,506 2 2 3 p' Cent. Consols	—	—	—	—	—
Holyhead Roads, &c.; Loans Relief Account	– – –	1,200 – –	– –	– –	1,200 – –	—
Battersea Park	– – –	28,871 16 11	– –	– –	28,871 16 11	—
Chelsea Embankment	– – –	1,233 16 7	– –	– –	1,233 16 7	—
Pimlico Improvements	– – –	532 8 1	– –	– –	532 8 1	—
Westminster Bridge Estate	– – –	2,625 2 3	– –	– –	2,625 2 3	—
Brompton Cemetery	– – –	1,460 4 10	769 13 1	– –	2,229 17 11	—
Shrewsbury and Holyhead Road	– – –	2,027 4 –	272 4 9	1 10 –	2,297 18 9	—
Menai and Conway Bridges Tolls Account	– – –	5,400 5 2	– –	– –	5,400 5 2	—
Chelsea Bridge Tolls Account	– – –	7,119 – 9	69 9 1	– 16 8	7,187 13 2	—
Post Office Buildings	– – –	6,080 19 1	– –	– –	6,080 19 1	—
Preliminary Inquiries on application for Local Acts	– – –	1,250 14 7	– –	– –	1,250 14 7	—
Royal Portland Dispensary Fund	1,028 5 7 3 per Cent. Reduced Annuities	—	—	—	—	—
Portland Ferry Bridge Fund	2,168 15 – 3 p' Cent. Consols	—	—	—	—	—
Wellington Funeral and Tomb	– – –	30 7 10	– –	– –	30 7 10	—
„ Monument	– – –	190 10 5	– –	– –	190 10 5	—
Works at Claremont	– – –	4 12 1 (overdrawn)	– –	– 17 11	– –	5 10 –
Admission Fee Funds, Holyrood Palace and Chapel, and Glasgow Cathedral	– – –	125 6 8	15 17 11	– –	141 4 7	—
Admiralty Gardens	– – –	19 10 6 (overdrawn)	– 1 9	– –	– –	19 8 9
Inland Revenue Office, Liverpool	– – –	294 6 4	– –	– –	294 6 4	—
Site of Exhibition of 1862	– – –	157 7 –	– –	– –	157 7 –	—
Bethlehem Hospital	– – –	1,223 11 2	– –	– –	1,223 11 2	—
		68,930 17 4				
Deduct Balances overdrawn	– – –	24 2 7				
£.	27,703 2 9	68,906 14 9	1,307 6 9	3 5 1	70,235 15 2	24 18 9

RECAPITULATION OF BALANCES.

	Securities.	Exchequer.	Paymaster General.	Sub-Accountants, &c.		Net General Balances.	
				Drs.	Crs.	Available.	Overdrawn.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Vote Accounts (page 12)	– –	754,913 16 2	Cr. 125 18 –	2,455 12 1	3,509 14 9	753,733 15 6	—
Special Accounts (as above)	27,703 2 9	– –	Dr. 68,906 14 9	1,307 6 9	3 5 1	70,235 15 2	24 18 9
£.	27,703 2 9	754,913 16 2	68,780 16 9	3,762 18 10	3,512 19 10	823,969 10 8	24 18 9

(signed) *F. Weldon*,
Accountant.

Office of Works, &c.
30 November 1866.

We, the Commissioners for Auditing the Public Accounts, do hereby certify that the foregoing Accounts have been Report No. 378, dated 22nd January 1867, the foregoing are correct Statements of the Receipt and Expenditure for the day of January 1867.

Examined,
H. T. D. Bathurst,
Inspector.

BALANCES of Votes of Parliament, 1864–65.

STATEMENT showing the Balances Unexpended on 31 March 1865, the Amounts surrendered to the Exchequer in respect of such Balances, in the Year 1865–66, and the Amounts of such Balances remaining to be surrendered on 31 March 1866.

SERVICES.	Balances, 31 March 1865.	Amounts Surrendered at Exchequer in 1865–66, out of Votes Unissued.	Balances on 31 March 1866.
	£. s. d.	£. s. d.	£. s. d.
Royal Palaces	2,105 2 5	2,105 2 5	—
Public Buildings	9,805 – 3	9,805 – 3	—
Furniture	3,725 2 10	3,000 – –	725 2 10
Royal Parks	4,850 17 –	4,850 17 –	—
Houses of Parliament	4,254 17 6	4,254 17 6	—
British Consulate, Constantinople	430 19 –	430 19 –	—
New Foreign Office	19,130 15 1	19,130 15 1	—
Aberdeen University	72 11 3	– – –	72 11 3
General Register House, Edinburgh	6 4 1	– – –	6 4 1
Public Record Repository	12,189 11 6	12,189 11 6	—
Westminster Bridge Approaches	13,060 1 4	9,000 – –	4,060 1 4
New Westminster Bridge	4,869 1 1	4,869 1 1	—
Nelson Column, Trafalgar-square	3,000 – –	3,000 – –	—
£.	77,500 3 4	72,636 3 10	4,863 19 6
Add, on final Audit of Account, 1864–65:			
Royal Palaces, as per Office of Works Account, 1863–64			1,238 10 3
Aberdeen University – – ditto – – ditto			14 3 10
Office of Works, &c., Salaries, ditto – – ditto			171 9 2
£.			6,288 2 9
Deficiencies on sundry Votes, to be supplied by Supplemental Vote, 1866–67		£.	1,810 17 7

(signed) JOHN MANNERS, { First Commissioner of Her Majesty's Works and Public Buildings.

examined by Officers under our directions, and that, subject to the observations contained in our Services in question for the year 1865–66. Dated at the Audit Office, Somerset House, this 22nd

W. DUNBAR.
C. MACAULAY.

AUDITORS' REPORT.

(No. 378.)

Audit Office, Somerset House, London, W.C.,
22 January 1867.

My Lords,

1. In pursuance of the 39th section of the 14 & 15 Vict. c. 42, we have the honour to transmit copies of the Abstract Accounts of the Receipt and Expenditure of the Moneys granted, or otherwise received and appropriated in the Department under the control and management of the Commissioners of Her Majesty's Works and Public Buildings, in the year ended 31st March 1866.

2. The Balances unexpended of the Votes for 1864–5, as shown in the statement annexed to our Reports of 30th January 1866, and in your Lordships' Minute of 21st March 1866, amounting in all to 77,500 *l.* 3 *s.* 4 *d.*, have been surrendered to the Exchequer, together with the Balance of Extra Receipts in 1864–5, 5,189 *l.* 3 *s.* 4 *d.*; and the balance of the proceeds of the sale of land in the Rue d'Anjou, Paris, 3,149 *l.* 1 *s.* 3 *d.*, which formed the subject of the observations contained in the 12th paragraph of our Report on the account of the preceding year.

3. The Balances on the accounts of the undermentioned Services referred to in our Report dated 10th May 1866, No. 147, (of which we enclose an extract), and in Mr. Hamilton's reply thereto dated 24th May 1866, have also been paid into the Exchequer, viz.:—

	£.	s.	d.
Aberdeen University	14	3	10
Office of Works	171	9	2

The Balance of 1,238 *l.* 10 *s.* 3 *d.* in respect of Royal Palaces, also referred to in the above-mentioned Report, does not, however, appear to have been repaid, in accordance with the intimation contained in the concluding sentence of Mr. Hamilton's letter, that directions would be given for its repayment.

4. The Excess of Expenditure over Grants of Parliament, as noticed in our Report of 30th January 1866, No. 25, have been made good. The total excess amounted to 1,891 *l.* 3 *s.* 1 *d.*, of which there has been voted by Parliament 1,810 *l.* 17 *s.* 7 *d.*, and paid out of the Vote for 1865–6, 80 *l.* 5 *s.* 6 *d.*

5. With respect to the last-mentioned sum of 80 *l.* 5 *s.* 6 *d.*, we have to observe that it is a part of the Expenditure on the Embassy House at Paris, which was defrayed, in 1863–4, and 1864–5, out of the proceeds of the sale of land in the Rue d'Anjou. Your Lordships having directed that such proceeds should be paid into the Exchequer as an Extra Receipt, a sum of 4,000 *l.* was included in the Estimate for 1865–6, to make good the expenditure. The amount actually expended was, however, 4,080 *l.* 5 *s.* 6 *d.*, being 80 *l.* 5 *s.* 6 *d.* more than the sum included in the Estimate, and this amount has been accordingly charged to the Vote for 1865–6.

6. With reference to paragraph 10 of our Report of 30th January 1866, No. 25, respecting certain pensions paid out of the Vote for Royal Parks and Pleasure Gardens, we have to report that such pensions are charged against the same Vote for 1865–6, in the Account now submitted. It, however, appears from your Lordship's Minute of 21st March 1866, that these payments are in future to be made chargeable to the Superannuation Vote.

7. The Commissioners of Her Majesty's Works have received and brought to credit a sum of 1,323 *l.* 11 *s.* 2 *d.*, being the proceeds of the sale of the materials of a certain part of the Buildings of Bethlehem Hospital, out of which sum they have paid 100 *l.* for levelling the ground on which the buildings stood. As it would appear that the buildings referred to were erected by Her Majesty's Government, and that the money received for the sale of the materials in question is public money, we submit that the Balance of 1,223 *l.* 11 *s.* 2 *d.* should be paid into the Exchequer.

8. We enclose a statement showing how far the Expenditure of the Commissioners of Her Majesty's Works has fallen short of, or exceeded the Grants for that year. This statement,

statement, from which it appears that there are savings on all the Votes, amounting in the aggregate to 753,733 *l.* 15 *s.* 6 *d.*, agrees in every respect with the Account of the Board of Works.

9. From the foregoing observations, it appears that no Supplemental Votes are required; and that the following amounts are payable to the Exchequer, viz.:—

	£.	*s.*	*d.*
Savings on Votes - - - - - - - -	753,733	15	6
Extra Receipts - - - - - - - -	4,915	14	9
Receipts in respect of Bethlehem Hospital - - -	1,223	11	2
	£. 759,873	1	5
Add the Balance referred to in paragraph 3 - -	1,238	10	3
	£. 761,111	11	8

We have, &c.

(signed) W. DUNBAR.
C. MACAULAY.

The Lords Commissioners of Her Majesty's Treasury,
&c. &c. &c.

EXTRACT from REPORT of the Commissioners for auditing the Public Accounts to the Lords of the Treasury, dated 10 May 1866, No. 147.

IN pursuance of your Lordships' order of reference of the 1st instant, upon a letter from Mr. Austin, Secretary to the Commissioners of Her Majesty's Works, dated the 29th March last, we have to report that it is correctly stated therein that the following balances of the Account for 1863–4 have not been surrendered to the Exchequer, viz.:

	£.	*s.*	*d.*
Royal Palaces - - - - - - - - -	1,238	10	3
Aberdeen University - - - - - - - -	14	3	10
Office of Works, &c. - - - - - - - -	171	9	2

These sums, however, are not savings on the respective Votes for the above year, but are cash balances arising in the following manner:—

The expenditure for the above services in the year 1863–4 exceeded the Votes, as we pointed out in our Report to your Lordships, dated the 30th January 1865, par. 11.

The Commissioners of Works had, however, been enabled to meet the excesses of expenditure by advances from Civil Contingencies; which advances, being more than were required, the sums above mentioned are the balances remaining after deducting the total expenditure in respect of each service from the aggregate amount of each Vote and the Advance in aid. In the Estimates for the year 1864–5, for "Royal Palaces" and "Aberdeen University," provision was expressly made for the sums required to repay the whole of the advances from Civil Contingencies, and such repayments were accordingly made out of those Votes; and thus the balances in question became payable to the Exchequer.

In the Estimate "Office of Works, &c." for 1864–5, no express provision was made for the repayment to Civil Contingencies, but the amount was repaid out of the Vote for that year. This repayment was noticed in paragraph 5 of our Report, dated 30th January 1866, and in Mr. Childers' reply thereto, dated 23rd March 1866.

STATEMENT showing how far the EXPENDITURE of the Commissioners of Her Majesty's Works and Public Buildings in 1865–66 has fallen short of or exceeded the Grants for that Year.

SERVICE.	GRANTS for 1865–66.	EXPENDITURE.	EXPENDED.	
			More than Voted.	Less than Voted.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Royal Palaces	48,836 – –	41,734 14 5	- -	7,101 5 7
Public Buildings	100,590 – –	99,008 7 2	- -	1,581 12 10
Furniture of Public Offices	12,000 – –	11,400 4 7	- -	599 15 5
Royal Parks, Pleasure Gardens, &c.	99,090 – –	90,750 3 5	- -	8,339 16 7
Houses of Parliament	49,456 – –	37,483 – 5	- -	11,972 19 7
British Embassy Houses:				
Paris	5,548 – –	5,445 19 –	- -	102 1 –
Madrid	160 – –	88 17 4	- -	71 2 8
British Consulate and Embassy Houses, Constantinople	3,455 – –	3,453 1 4	- -	1 18 8
New Foreign Office	60,000 – –	59,995 15 7	- -	4 4 5
Industrial Museum, Edinburgh	9,139 – –	7,488 3 3	- -	1,650 16 9
Probate Court, London, and District Registries	17,893 – –	5,236 10 10	- -	12,656 9 2
Public Record Repository	28,750 – –	11,475 10 7	- -	17,274 9 5
New Westminster Bridge	12,000 – –	7,189 2 8	- -	4,810 17 4
Nelson Column, Trafalgar Square	9,500 – –	7,000 – –	- -	2,500 – –
Patent Office	4,500 – –	4,244 1 9	- -	255 18 3
Public Office Site	20,000 – –	18,995 13 4	- -	1,004 6 8
National Gallery Enlargement	20,000 – –	nil - -	- -	20,000 – –
Office of Works (Salaries and Expenses)	32,148 – –	30,842 7 9	- -	1,305 12 3
Advances for New Courts of Justice and Offices	700,000 – –	37,499 11 1	- -	662,500 8 11
TOTALS £.	1,233,065 – –	479,331 4 6	- -	753,733 15 6

COPY of TREASURY MINUTE, dated 11 February 1867, on the foregoing Report of the Commissioners of Audit.

ACQUAINT the Commissioners of Audit that the unexpended balance of 1,238 *l.* 10 *s.* 3 *d.*, on the Vote for Royal Palaces, to which they allude in the 3rd and concluding paragraphs of this Report, and which they state does not appear to have been repaid to the Exchequer, as intimated in the Treasury letter of 24th May last, was surrendered to the Exchequer on that day, out of the Vote for 1865-6.

Add, that my Lords concur in the opinion expressed in paragraph 7 of the Report that the net proceeds of the sale of certain part of the buildings of Bethlehem Hospital should be paid into the Exchequer after payment of any unliquidated expenses which are properly chargeable against the present balance, and they will give directions accordingly.

Write to the First Commissioner of Works, enclosing copy of the above-mentioned paragraph of the Report, and with reference to the Treasury letter of 8th December 1864 (16,581/64) request that the net proceeds of the materials in question, after payment of any further expenses which may be chargeable against the present balance, may be paid into the Exchequer, together with other extra receipts of the department.

Acquaint him that the whole of the unexpended balances of Grants on 31st March 1866, will be surrendered or paid to the Exchequer as savings.

Let the Paymaster General be directed to pay to the Exchequer, as savings, the unexpended balances on the Votes for British Consulate, &c., Constantinople, and Industrial Museum, Edinburgh (1,652 *l.* 15 *s.* 5 *d.*), as shown in the statement accompanying the Report.

Let the remaining balances be surrendered out of the respective Grants unissued from the Exchequer, viz.

	£.	*s.*	*d.*
Votes of 1865-6 - - - - - - - -	660,000	–	–
Ditto 1866-7 - - - - - - - -	92,081	–	1
	£. 752,081	–	1

Acquaint the Comptroller General of the Exchequer and the Paymaster General with the amounts surrendered.

Let the Report and Accounts, and a copy of this Minute, be laid before the House of Commons.

1865–66.

ABSTRACT ACCOUNTS of the Receipt and Expenditure of the Moneys Granted or otherwise Received and Appropriated in the Department under the Control or Management of the Commissioners of Her Majesty's Works and Public Buildings, in the Year ended 31st March 1866.

(*Presented pursuant to Act* 14 & 15 *Vict. c.* 42, *s.* 39.)

Ordered, by The House of Commons, *to be Printed,*
12 *February* 1867.

[*Price* 7*d.*]

27.

Under 8 *oz.*

STAMP DISTRIBUTORS.

RETURN to an Order of the Honourable The House of Commons, dated 26 July 1867;—*for*,

RETURNS "of the STAMP DISTRIBUTORS and SUB-DISTRIBUTORS in *Great Britain* and *Ireland*, the Revenue Received by each of them, and the Amount of Poundage Paid to each of them in the Year ending the 31st day of March 1867; also, the Amount of Security given to the Crown by each Distributor or Sub-Distributor, and the Total Gross Revenue from Stamps in *Great Britain* and *Ireland*, and the Cost of Collection:"

"Of the PLACES in *Great Britain* whereat a STAMP DISTRIBUTOR or SUB-DISTRIBUTOR Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor; and also of the Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor:"

"And, of the Names of those STAMP DISTRIBUTORS or SUB-DISTRIBUTORS in *Scotland* who are also Receivers of TAXES, showing the Amount of Revenue Received by each from Stamps and Taxes respectively, and the Remuneration Paid to each in the Year ending the 31st day of March 1867; and also the Names of all the Places whereat each Distributor receives Taxes, the Number of Times each Place is Visited by him for this Purpose, and the Amount of Revenue Received each Time at each Place, during the same Year; also the Number of Assessors of Assessed Taxes and of Clerks to the Commissioners of Supply in *Scotland* who are Paid Poundage, with the Total Amount Paid to each, within the Year ending the 31st day of March 1867."

(*Mr. Craufurd.*)

Ordered, by The House of Commons, *to be Printed*,
13 *August* 1867.

RETURN of the STAMP DISTRIBUTORS and SUB-DISTRIBUTORS in *Great Britain* and *Ireland*, the Revenue received by each of them, and the Amount of Poundage paid to each of them in the Year ending the 31st day of March 1867; also the Amount of Security given to the Crown by each Distributor or Sub-Distributor, and the Total Gross Revenue from Stamps in *Great Britain* and *Ireland*, and the Cost of Collection.

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES:			£. s. d.	£. s. d.	£.
Abingdon	-	W. Ballard	2,127 17 7¼	37 5 10	2,250
Accrington	-	R. J. Salter	1,131 1 7½	18 19 –	450
Alcester	-	Anne Canning	291 – 6½	3 16 5½	540
Aldeburgh	-	H. Salton	36 12 9	– 13 4½	600
Alfreton	-	B. Sharpe	2,543 11 5¾	48 16 11	900
Alnwick	-	J. Simpson	1,916 10 6¾	32 16 4	1,800
Arundel	-	J. Broadbridge	343 16 –¾	5 4 11¾	750
Ashbourne	-	E. Bamford	1,620 – 6	28 12 8	1,200
Ashton-under-Lyne	-	T. C. Cunningham	3,146 1 7½	51 15 8¾	3,000
Atherstone	-	W. S. Baker	830 13 1½	12 17 4½	1,500
Attleborough	-	W. C. Clowes	1,544 18 7½	27 17 10	300
Aylesbury	-	R. Rose	1,848 12 9	296 9 3	12,000
(County of Buckingham and Town of Uxbridge.)	Amersham	J. R. Bettesworth	55 11 2¼	1 2 10	—
	Buckingham	W. Carter	1,216 6 10½	20 19 4	1,650
	Chesham	D. Clare	280 18 10	3 11 4	510
	Eton	J. Wilkinson	181 8 11¾	3 8 4	—
	Great Marlow	G. Cannon	322 11 10½	3 17 2	—
	High Wycombe	W. Butler	921 18 1¾	15 15 2	1,800
	Newport Pagnell	E. H. Croydon	883 16 10¾	14 7 3	1,050
	Olney	J. Garrard	899 1 3½	17 7 7	—
	Slough	C. Luff	110 8 6¼	2 8 8¾	—
	Stoney Stratford	W. Nixon	505 4 1	8 – 4	1,020
	Uxbridge	B. Trenchard	4,412 11 6	75 15 5	3,000
	Wendover	W. Floyd	169 12 4½	1 16 2	—
	Winslow	W. George	302 7 11¾	4 1 11	—
Aylsham	-	C. Clements	367 16 9	7 5 1	950
Bacup	-	T. Brown	890 – 5½	17 6 2	600
Bakewell	-	W. A. Carrington	1,544 16 1¾	25 5 6	1,500
Bampton (Oxon)	-	G. F. Holloway	215 5 10¾	3 15 7	750
Banbury	-	W. Rusher	4,590 11 –¾	80 1 7	2,600
Bangor	-	(Vacant)	4,837 12 2	74 – 5	—
Bath	-	W. Lewis	26,561 8 1	832 16 3¾	17,000
(Eastern Division of Somersetshire, except the City of Wells.)	Axbridge	W. Bennett	340 9 4	5 15 5	600
	Bruton	J. G. Bord	856 1 10	13 4 4	900
	Burnham	J. Lovibond	85 15 11	1 14 2	—
	Castle Carey	J. B. Buncombe	267 8 8	5 7 1	—
	Clevedon	H. Chapman	6,457 1 5	110 17 1	—
	Frome	W. Langley	1,757 7 7	28 19 10	3,300
	Glastonbury	W. Turner	2,816 19 6	36 19 5	1,500
	Shepton Mallett	J. H. Day	938 16 7	14 10 1	1,200
	Wedmore	M. Cock	184 8 11	3 13 9	—
	Weston-super-Mare	C. Robbins	1,956 12 10	30 16 5	1,500
	Wincanton	J. Davis	986 14 5	15 16 8	1,800
	Wrington	J. Dereham	342 8 5	6 16 3	1,200
Batley	-	A. Sheard	681 14 7½	13 3 –	300
Battle	-	Ann Burgess	559 3 6½	8 14 5¾	600
Beaminster	-	E. Coombs	1,864 13 9¼	36 – 8	1,200
Bedale	-	W. Knowles	852 8 1¾	14 6 8	1,200
Belper	-	Matilda Mee	716 19 3¼	10 16 8¾	1,080
Berkeley	-	N. Moffatt	261 5 8	4 4 4	300
Berwick-on-Tweed	-	A. Henderson	1,903 4 4	33 3 8	1,500
Bicester	-	J. Comozzi	583 8 8¾	12 19 6	300
Bingley	-	J. Bailey	1,605 11 –¼	31 7 3½	900
Birmingham	-	T. Kekewich	95,505 3 3	1,624 12 11	26,000
(Part of Warwickshire.)	Coleshill	W. Lea	178 7 1	3 11 4	—
	Sutton Coldfield	W. Smith	837 5 3	16 14 10	—
	Tamworth	J. Chatterton	808 3 10	16 3 2	690
Birstall	-	W. Mann	2,359 1 8¾	32 19 2	2,700
Bishops Auckland	-	W. L. Speak	2,715 3 11¼	50 8 9¼	2,400

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Blackburn	- - -	E. Wharton - -	9,662 16 5¾	136 9 11	4,500
Blandford	- - -	W. Shipp - - -	5,669 3 4¼	70 16 6	6,000
Bolton	- - -	G. Dutton - - -	13,208 17 2	204 16 3	6,000
Boroughbridge	- - -	R. Bramley - -	1,074 13 5	15 8 3	1,350
Bradford (Yorkshire)	- - -	C. Stanfield - -	33,831 13 4	606 13 4¾	19,800
Brecon	- - -	D. Thomas - -	1,263 13 6½	119 5 9	3,000
(County of Brecon)	Brynmawr - -	D. Edwards - -	579 17 9	8 2 10	450
	Builth - - -	E. Owen - - -	1,552 11 1	30 7 9	—
	Crickhowell - -	H. Morgan - -	316 13 10	4 7 5	—
	Hay - - -	Mary J. Watkins -	185 2 8	3 10 2	1,050
Bridlington	- - -	P. Mackley - -	1,845 2 3	25 11 -	570
Bridport	- - -	F. Tucker - - -	794 7 1	11 15 7½	900
Brighouse	- - -	J. Rushworth - -	2,071 18 1½	39 4 9	900
Brighton	- - -	Collector of Inland Revenue.	11,985 5 5¼	- -	2,000
Bristol	- - -	- - ditto - - -	49,227 6 11¼	- -	3,000
Burford	- - -	M. C. Innocent - -	183 4 9	2 1 8	300
Burnley	- - -	J. Sutherland - -	2,835 - 3	53 19 8¼	3,000
Burwash	- - -	W. Coppard - -	860 3 4¼	14 5 9	1,200
Bury (Lancashire)	- - -	T. Crompton - -	3,155 2 1¼	60 17 9	4,950
Buxton	- - -	W. D. Sutton - -	365 14 9½	5 14 11	600
Caistor	- - -	G. Parker - - -	1,284 - 2¾	23 - 4	600
Cambridge	- - -	Collector of Inland Revenue.	4,577 19 3½	- -	1,800
Canterbury	- - -	J. Aris - - -	15,412 19 1	667 11 6	33,000
(County of Kent, except the City of Rochester, and Towns of Dartford and Sevenoaks.)	Ashford - -	R. Robson - -	1,056 13 11	16 6 6	840
	Bromley - -	W. W. Baxter - -	678 19 7	10 3 11	—
	Charing - -	R. Harvey - -	239 - 6	3 19 10	—
	Chatham - -	H. C. Johns - -	1,432 8 7	23 6 8	1,500
	Cranbrook - -	J. T. Dennett - -	2,189 11 9	39 19 1	1,250
	Deal - - -	J. Christian - -	1,116 16 3	19 7 8	600
	Dover - - -	Mary A. Batcheller -	4,850 10 8	70 5 -	5,100
	Faversham - -	C. F. Dane - -	993 12 6	17 11 7	600
	Folkestone - -	T. Spearpoint - -	546 16 -	10 18 6	750
	Gravesend - -	J. S. Caddell - -	1,815 5 6	24 3 9	1,655
	Greenwich - -	H. S. Richardson -	2,332 4 7	35 14 3	2,590
	Hythe - - -	J. Burgess - - -	640 3 1	10 - 9	—
	Maidstone - -	P. Wickham - -	7,351 4 11	125 19 7	2,850
	Malling Town -	F. S. Assiter - -	669 1 6	7 18 7	1,050
	Margate - - -	W. C. Brasier - -	2,080 7 3	36 17 2	750
	Ramsgate - -	G. Griggs - - -	1,869 17 9	33 - 2	2,100
	Romney, New - -	G. Gravett - - -	419 16 9	7 6 5	—
	Sandwich - -	H. Baker - - -	497 5 11	8 6 10	960
	Sheerness - -	R. Brightman - -	318 1 2	4 12 7	—
	Sittingbourne - -	H. T. Tidy - - -	4,285 6 7	81 18 5	450
	Tenterden - -	J. H. Morris - -	256 16 4	5 2 7	450
	Tunbridge - -	W. Ware - - -	646 15 -	12 4 1	2,700
	Tunbridge Wells -	R. Nash - - -	1,346 18 9	26 18 8	1,800
	Westerham - -	J. H. Jewell - -	367 8 5	5 1 10	—
	Woolwich - -	J. Edwards - -	1,109 17 2	19 16 9	1,050
Cardiff	- - -	J. W. Williams - -	3,630 13 11½	473 12 11	21,000
(County of Glamorgan, except the Town of Neath.)	Aberavon - -	E. Evans - - -	344 17 -	10 6 4	—
	Aberdare - -	J. Jones - - -	1,196 7 9½	20 7 5	450
	Bridgend - -	J. Griffiths - -	682 6 4	11 10 6	450
	Briton Ferry - -	W. Whitelaw - -	94 4 4½	3 18 -	—
	Bute Docks, Cardiff -	W. Rundle - -	4,129 11 7	80 19 -	—
	Caerphilly - -	S. Evans - - -	190 3 11	2 17 4	—
	Cowbridge - -	T. Felton - - -	372 12 11½	6 13 5	—
	Dinas - - -	J. Williams - -	27 10 5	- 10 5	—
	Hirwain - - -	J. Sims - - -	104 1 11	1 8 4	—
	Llandaff - - -	J. Huckwell - -	7,757 4 7	91 14 11	4,500
	Llantrissant - -	R. Morgan - -	120 13 11	2 6 -	—
	Maestig - - -	W. B. Popkin - -	317 1 6¾	7 4 10	300
	Merthyr Tydvil -	W. Wilkins - -	925 13 8	19 - 5	1,740
	Pontardawe - -	Z. Evans - - -	73 13 9	2 13 10	—
	Pontypridd - -	C. Bassett - - -	454 7 3	9 8 6	—
	Swansea - - -	W. Morris - - -	4,694 7 11	74 - 7	6,000

RETURN of Stamp Distributors, &c. in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867. £.	s.	d.	Amount of Poundage allowed in the Year ending 31st March 1867. £.	s.	d.	Amount of Security given to the Crown. £.
ENGLAND AND WALES—*continued.*									
Carlisle	- - -	W. Wordsworth	26,915	9	1½	855	15	–	20,000
(Counties of Westmoreland and Cumberland, and part of the County of Lancaster.)	Alston	T. Storey	541	4	1	7	15	1	—
	Ambleside	J. Townson	966	19	7	15	16	4	1,200
	Appleby	J. Whitehead	1,248	15	3	23	7	8	1,500
	Barrow	J. Fisher	476	14	3	9	3	7	300
	Brampton	T. Cheesbrough	713	7	3	11	10	3	450
	Brough	G. H. Bailey	34	17	10	–	6	11	—
	Cartmel	J. Field	670	5	1	12	8	3	—
	Cockermouth	J. Jenkinson	2,370	4	8	41	17	6	1,800
	Hawkshead	C. Watson	252	1	4	4	11	7	—
	Kendal	T. Atkinson	4,301	5	10	71	9	11	3,000
	Keswick	J. F. Crosthwaite	343	4	11	6	7	8	—
	Kirby Lonsdale	T. Sill	1,729	2	3	27	9	7	900
	Kirby Stephen	J. Grime	500	14	3	9	5	2	—
	Maryport	R. Adair	1,096	9	6	17	9	–	1,200
	Penrith	W. T. Welford	2,733	16	3	47	16	7	3,000
	Ulverston	W. Stones	3,682	1	8	61	9	1	3,000
	Whitehaven	J. Adair	4,575	–	2	76	1	6	3,900
	Wigton	S. Rigg	1,772	18	9	29	19	–	1,200
	Workington	J. Mordy	1,034	18	2	16	3	9	900
Carmarthen	- - -	W. G. Hughes	14,021	5	10	701	11	–	8,000
(Counties of Cardigan, Carmarthen, and Pembroke.)	Aberayron	W. Griffiths	476	4	10	7	11	–	—
	Aberystwith	J. Cox	738	1	–	14	15	–	1,920
	Cardigan	D. Davies	1,811	11	3	33	6	6	1,500
	Haverfordwest	J. Richards	3,254	16	7	58	8	5	3,000
	Lampeter	J. Evans	268	17	8	3	12	7	—
	Llandovery	J. James	709	12	6	11	5	3	750
	Llanelly	G. Broom	1,535	10	2	21	14	11	900
	Llandilo	R. Richards	585	18	10	10	–	2	450
	Narbeth	J. Lewis	509	3	–	9	2	2	300
	Newcastle Emlyn	T. Evans	267	17	1	4	7	4	810
	Pembroke Dock	H. Barrett	656	4	6	8	12	1	600
	Pembroke	J. Hird	685	13	8	10	2	–	900
	Tenby	W. Walkington	577	15	6	7	16	6	450
Chapel-en-le-Frith	- - -	P. Bramwell	308	2	3	5	16	8	300
Chatteris	- - -	E. L. Leigh	1,038	2	6	19	5	11	900
Cheltenham	- - -	G. H. Williams	7,073	18	1½	128	1	4	9,000
Chertsey	- - -	R. H. B. Larkin	406	17	6½	6	6	10	900
Chester	- - -	E. Swetenham	41,818	13	6½	874	1	4	34,000
(County of Chester, except the Towns of Congleton and Stockport, and the Counties of Flint and Denbigh.)	Abergele	E. Lloyd	207	5	8	4	3	–	180
	Altrincham	E. Hughes	1,383	1	3	24	5	10	600
	Birkenhead	J. Cross	2,418	6	1	36	4	9	1,650
	Crewe	W. Eardley	1,210	8	6	14	11	7	900
	Denbigh	J. Jones	6,207	11	3	92	9	4	2,850
	Frodsham	J. F. Robinson	166	16	4	2	6	–	—
	Holywell	P. M. Evans	724	18	9	9	17	6	600
	Hyde	T. F. Nadin	1,074	4	–	21	9	7	1,500
	Knutsford	T. Baskerville	588	2	3	7	16	4	—
	Llangollen	W. H. Dodd	531	2	10	7	2	7	720
	Llanrwst	E. Jones	672	6	11	10	2	9	750
	Macclesfield	M. Burgess	3,268	14	–	59	8	3	3,840
	Middlewich	L. Jackson	557	7	5	8	17	4	750
	Mold	R. Parry	421	12	7	8	8	8	1,800
	Nantwich	E. H. Griffiths	1,188	1	8	20	9	2	900
	Northwich	W. Cliff	1,000	7	5	17	15	6	990
	Rhyl	J. G. Nott	353	2	–	5	6	7	—
	Runcorn	A. Buck	1,188	6	5	17	8	5	600
	Ruthin	Mary C. Jones	580	11	3	9	4	11	1,200
	St. Asaph	H. J. Fairclough	2,951	9	1	37	3	4	4,500
	Sandbach	R. Blayds	816	4	6	14	17	2	690
	Staleybridge	J. Davis	1,205	6	10	22	1	8	—
	Winsford	W. Williams	113	19	5	1	17	3	—
	Wrexham	R. Potter	2,393	4	9	39	9	10	2,100
Chesterfield	- - -	Anne Walton	3,548	9	–¾	62	3	1¾	3,000
Chichester	- - -	W. E. Long	5,721	17	9¼	72	17	11	6,000
Chipping Camden	- - -	J. Hands	85	1	–	1	4	10	150
Chipping Norton	- - -	W. Adams	8,160	9	5¾	156	17	11	900
Chipping Sodbury	- - -	J. Arnold	260	10	2¾	3	17	6	300
Chobham	- - -	T. Medhurst	426	5	2½	7	1	4¼	600

RETURN of Stamp Distributors, &c. in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Chorley	- - -	G. Houghton - -	820 4 10	13 19 5	1,080
Cirencester	- - -	H. G. Keyworth - -	3,528 5 1¾	58 8 10½	2,100
Cleckheaton	- - -	J. Sidall - - -	555 19 3¾	8 4 9¼	600
Clitheroe	- - -	W. Whewell - -	1,320 3 11¼	16 15 2	600
Colchester	- - -	J. Savill - - -	9,674 17 6¾	525 - -	28,000
(County of Essex.)	Braintree - -	E. Joscelyne - -	507 5 4¼	10 2 9	1,750
	Billericay - -	J. K. Nix - - -	33 8 8¾	- 12 4	—
	Brentwood - -	H. Wallis - - -	198 - 4	3 19 1	—
	Chelmsford - -	T. M. Gepp - -	4,923 6 10¾	98 8 4	10,500
	Chipping Ongar -	C. Mott - - -	378 6 -½	7 11 2	375
	Coggeshall - -	A. H. Coventry - -	250 17 11½	5 - 2	—
	Dunmow - -	D. Carter - - -	124 11 7½	2 8 9	—
	Epping - - -	F. Griffiths - -	112 17 7¾	2 4 10	—
	Great Clacton - -	H. Finer - - -	19 17 8½	- 8 -	—
	Halstead - - -	R. C. Hughes - -	233 17 6¼	4 13 4	420
	Harwich - - -	G. C. Botham - -	144 1 -½	2 17 5	360
	Maldon - - -	P. H. Youngman -	486 9 8¾	9 14 5	900
	Manningtree - -	D. Mustard - -	2,976 19 4	59 10 1	1,500
	Rochford - -	W. Blanks - - -	242 11 7¾	4 16 10	420
	Romford - - -	J. C. Macarthy - -	290 5 1¾	5 15 10	—
	Saffron Walden -	S. J. King - - -	960 19 5¾	19 4 -	900
	Thaxted - - -	J. F. Rust - - -	33 16 -½	- 12 6	—
	Thorpe - - -	J. Worters - - -	8 6 8¾	- 3 1	—
	Waltham Abbey -	T. Trapp - - -	39 18 3¼	- 15 11	—
	Witham - - -	J. Cook - - -	2,490 10 3¾	49 15 7	—
Coleford	- - -	J. Watts - - -	502 5 10	7 2 8	450
Colne	- - -	F. Ideson - - -	541 1 2½	7 12 6¼	900
Congleton	- - -	T. G. Sheldon - -	918 1 3	17 14 8	900
Coventry	- - -	L. Dresser - - -	7,474 1 11	123 14 5	6,000
Croydon	- - -	J. Gray - - -	2,584 6 3½	38 4 2	720
Cuckfield	- - -	Elizabeth Mitchell -	38 6 5¾	- 14 1¼	300
Cullompton	- - -	J. Frost - - -	3,326 8 1½	64 16 10	3,000
Dartford	- - -	A. Perry - - -	682 19 1¼	10 8 7	900
Deddington	- - -	J. H. Robinson - -	163 17 8½	6 8 7¼	300
Derby	- - -	T. Madeley - -	20,881 16 4¾	389 6 7	6,000
Derby	- - -	J. J. Simpson - -	10,493 17 11½	52 4 -	3,000
Devizes	- - -	W. E. Tugwell - -	1,860 19 9½	319 15 5	15,000
(County of Wilts, except the City of Salisbury.)	Bradford-on-Avon -	C. Rawling - -	318 1 8¾	4 18 7	360
	Calne - - -	H. S. Heath - -	489 14 5¼	6 8 4	—
	Chippenham - -	J. Noyes - - -	1,605 1 6	24 9 10	2,340
	Highworth - -	J. J. Smith - -	301 16 3	3 19 9	—
	Malmesbury - -	J. H. Hunks - -	682 13 4¾	13 13 2	600
	Marlborough - -	W. W. Lucy - -	683 6 1½	12 8 11	2,100
	Melksham - -	C. G. Moule - -	256 19 4¾	4 8 5	450
	Ramsbury - -	R. N. Large - -	338 13 10¾	10 12 2	—
	Swindon - - -	E. Vallis - - -	1,231 2 4	16 18 4	720
	Trowbridge - -	J. Diplock - - -	1,897 17 4¼	31 11 11	1,440
	Warminster - -	J. N. Toone - -	1,367 3 3¼	18 12 1	1,200
	Wootton Bassett -	J. Pratt - - -	712 7 1¼	14 9 -	450
Dewsbury	- - -	B. Bulmer - - -	2,559 11 2¼	37 5 7	2,400
Diss	- - -	C. Kirkman - -	1,374 1 6¾	28 3 3	3,000
Dobcross	- - -	G. Swann - - -	243 17 4½	4 16 4½	1,150
Doncaster	- - -	C. White - - -	6,773 19 3¾	123 4 3	4,500
Dorchester	- - -	J. Ensor - - -	2,701 - 10¼	46 11 2	3,000
Dorking	- - -	W. H. Lanham - -	294 - 3¼	4 4 -	1,200
Downham Market	- - -	G. F. Wood - -	408 14 8½	7 5 2	900
Durham	- - -	Hon. G. Liddell - -	26,166 - 4¾	818 15 5	22,000
(County of Durham, except the towns of Sunderland and Bishop Auckland.)	Barnard Castle -	R. Barker - - -	897 - -	15 19 11	—
	Chester-le-Street -	S. Robinson - -	338 2 10	4 3 10	—
	Darlington - -	J. T. Abbott - -	4,856 10 5	91 15 4	—
	Gateshead - -	G. Watson - - -	2,097 19 4	36 1 1	—
	Hartlepool - -	J. K. Procter - -	2,236 1 -	36 4 4	—
	Houghton-le-Spring -	R. Wilkinson - -	199 10 2	3 19 7	—
	Monkwearmouth -	M. Atkinson - -	721 17 4	12 3 7	—
	Seaham - - -	J. Richardson - -	727 15 11	10 5 5	—
	South Shields - -	G. H. Shotton - -	1,646 8 3	31 8 6	—
	Stockton - - -	R. Tinkler - - -	5,713 17 3	102 5 5	—
	West Hartlepool -	W. Kitching - -	2,208 19 9	32 2 4	2,250
Dursley	- - -	J. Whitmore - -	1,971 19 11¾	34 12 3¾	1,500

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

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			£. s. d.	£. s. d.	£.
ENGLAND AND WALES—*continued.*					
Ealing	- - -	J. E. Acworth - -	109 13 6	1 19 1¾	600
Easingwold	- - -	J. Rookledge - -	1,068 19 3½	16 11 9	1,200
Eastbourne	- - -	C. Diplock - - -	504 19 5¾	8 19 10¾	300
East Dereham	- - -	L. E. Hatfield - -	1,995 6 1¾	24 16 11	600
East Grinstead	- - -	J. Sheppard - -	982 6 9	17 12 5¾	960
Egham	- - -	W. F. Larkin - -	320 17 2¼	4 3 3¾	600
Ely	- - -	J. D. Ewer - - -	1,422 2 8¼	25 10 11	1,950
Epsom	- - -	S. Buggs - - -	540 5 3¼	9 3 6	780
Exeter	- - -	M. Kennaway - -	31,428 11 5	1,062 12 8	34,000
(County of Devon, except the towns of Collumpton, Modbury, and Plympton.)	Ashburton - -	R. Dobell - - -	1,478 1 9	23 1 6	600
	Axminster - -	W. H. Pulman - -	398 7 10	6 5 9	1,500
	Bampton - -	J. T. Periam - -	609 2 6	8 16 1	—
	Barnstaple - -	H. K. Thorne - -	4,530 3 6	74 4 8	3,000
	Bideford - - -	J. Bishop - - -	1,860 3 2¼	34 2 6¾	1,200
	Brixham - - -	O. H. Bartlett - -	415 15 9	6 10 10	600
	Chudleigh - -	J. Williams - -	579 7 11	7 4 7	900
	Chumleigh - -	A. Heale - - -	24 12 –	– 18 9	—
	Colyton - - -	W. H. H. Rogers -	212 7 –	3 – 5	150
	Crediton - - -	J. Thomas - - -	1,095 18 3	15 3 3	900
	Dartmouth - -	R. Cranford - -	1,082 11 11	13 13 11	390
	Devonport - -	J. C. Radford - -	3,869 19 6	66 – 10	4,500
	Exmouth - -	G. Foster - - -	1,837 4 10	20 13 9	750
	Hatherleigh - -	E. H. Laffere - -	199 13 3	2 19 9	—
	Holsworthy - -	J. Higgs - - -	570 1 2	8 12 2	—
	Honiton - - -	E. Murch - - -	771 18 9	11 12 5¼	1,200
	Ilfracombe - -	J. Banfield - -	713 19 8	9 19 2	600
	Kingsbridge - -	G. P. Friend - -	1,761 7 8	27 1 8½	2,700
	Moretonhampstead -	S. Treleaven - -	110 5 –	1 19 –	—
	Newton Abbott -	R. Ford - - -	3,518 16 3	51 18 3	1,110
	North Tawton - -	R. Letheren - -	472 17 –	6 14 6¾	—
	Okehampton - -	J. Newcombe - -	1,760 4 10	40 2 2	—
	Ottery St. Mary -	C. D. Mayne - -	2,536 12 6	31 9 5	450
	Paignton - -	E. Deller - - -	441 10 1	6 8 1½	—
	Plymouth - -	T. W. Landsdown -	12,637 1 6	214 1 10½	9,000
	Sidmouth - -	R. Chessall - - -	441 9 10	6 2 –	300
	South Molton - -	R. Tepper - - -	2,388 13 11	39 14 8	3,450
	Stonehouse - -	W. N. Pollard - -	1,254 13 1	20 7 1½	510
	Tavistock - -	W. Criper - - -	1,133 7 11	16 14 5	1,500
	Teignmouth - -	J. R. Fogwill - -	1,229 8 5	22 4 3	1,500
	Tiverton - - -	T. Parkhouse - -	1,397 10 10	22 16 1	2,100
	Torquay - - -	G. E. Hearder - -	5,547 18 10	69 8 8	1,500
	Torrington - -	E. Handford - -	737 18 1	11 7 2	1,500
	Totnes - - -	R. Farwell - - -	1,249 12 10	20 17 7	4,200
Fairford	- - -	J. Pocock - - -	20 19 –¼	– 8 –	60
Fakenham	- - -	M. Bambridge - -	327 3 10¾	6 4 1	750
Farnham	- - -	J. Nichols - - -	766 16 11¾	11 1 2	1,500
Faringdon	- - -	C. Luker - - -	620 14 6¼	9 2 3	600
Gillingham (Dorset)	- - -	S. Edgar - - -	315 15 8¼	6 6 3	300
Glossop	- - -	J. Booth - - -	501 18 9¾	10 – –	750
Gloucester	- - -	Collector of Inland Revenue.	23,680 15 6¾	- -	3,000
Godalming	- - -	T. Chennell - -	465 13 3¾	6 10 8	600
Goole	- - -	G. Sutton - - -	976 2 8	14 7 3	1,200
Guildford	- - -	E. F. Andrews - -	1,567 13 6½	25 8 5	1,500
Guisbrough	- - -	T. Rawling - - -	911 – 6½	14 19 8	500
Hailsham	- - -	D. White - - -	778 15 9	8 17 5	900
Halifax	- - -	Collector of Inland Revenue.	11,116 – 6¾	- -	2,000
Harleston	- - -	J. R. Miles - - -	1,457 8 4	56 10 5	1,500
Harrogate	- - -	P. Palliser - - -	539 11 1	11 15 1	660
Haslemere	- - -	P. Aylwyn - - -	27 17 3¾	– 9 6	300
Haslingden	- - -	H. Kemp - - -	1,854 1 –¾	25 8 11	2,400
Hastings	- - -	H. Winter - - -	2,716 7 9	54 7 5	2,850
Hawes	- - -	R. Balderston - -	418 15 1	11 1 10	300
Haworth	- - -	M. Ogden - - -	146 16 4¾	1 13 7	300
Heckmondwyke	- - -	J. J. Moffatt - -	871 7 6¾	16 17 4	600
Hebden Bridge	- - -	J. P. Sutcliffe - -	3,114 1 1	59 5 –	1,500
Helmsley	- - -	T. Pape - - -	529 – 1¾	10 5 6	360

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			£. s. d.	£. s. d.	£.
ENGLAND AND WALES—*continued.*					
Henley-in-Arden	- - -	J. Hannett - - -	206 6 4	3 18 11	1,050
Henley-on-Thames	- - -	E. Jones - - -	392 5 3½	6 9 6	300
Hereford - - -	- - -	J. G. James - -	17,730 9 9¼	440 19 6	12,000
(Counties of Hereford and Radnor.)	Bromyard - -	J. Bennett -) - -	614 18 5	12 12 3	200
	Kington - - -	J. Peene - - -	1,133 12 8	23 – 7	—
	Knighton - -	D. J. Darlington - -	315 13 –	7 14 10	450
	Ledbury - - -	R. Edy - - -	694 11 5	14 16 3	1,200
	Leominster - -	G. Barnes - - -	1,387 5 4	31 16 3	860
	Presteign - -	E. Newell - - -	485 – 1	6 18 3	—
	Rhayader - -	T. P. Humphrys - -	76 19 3	2 11 9	—
	Ross - - -	T. Blake - - -	2,372 11 6	46 12 4	2,700
Hertford - - -	- - -	T. Sworder - - -	4,309 16 4¾	298 9 5	16,000
(County of Hertford, except the town of Royston.)	Baldock - - -	H. Routledge - -	3,890 – –	76 – 1	600
	Barnet - - -	J. J. Jupp - - -	526 – –	7 4 –	—
	Berkhampstead, Great	Jane Greedy - -	320 – –	4 2 5	—
	Bishops Stortford -	A. Boardman - -	778 – –	12 1 3	750
	Buntingford - -	C. Nicholls - -	44 – –	– 17 3	—
	Hatfield - - -	M. Powell - - -	72 – –	– 14 4	600
	Hemel Hempstead -	T. Osborne - - -	1,096 – –	19 1 5	1,200
	Hitchin - - -	J. Palmer - - -	825 – –	12 9 2	1,050
	Hoddesden - -	W. Allen - - -	44 – –	– 17 6	—
	Rickmansworth -	J. Johnson - - -	131 – –	2 – 3	—
	St. Alban's - -	E. Harris - - -	571 – –	9 5 –	600
	Stevenage - -	L. F. Fresson - -	662 – –	12 2 9	—
	Tring - - -	E. C. Bird - - -	500 – –	6 5 6	—
	Waltham Cross -	S. H. Hunt - - -	210 – –	4 3 11	—
	Ware - - -	G. Price - - -	229 – –	4 11 1	300
	Watford - - -	D. Downer - - -	628 – –	9 14 1	—
	Welwyn - - -	E. Lawrance - -	347 – –	3 14 9	—
Hexham - - -	- - -	T. H. Bell - - -	1,460 15 10	24 11 2	1,800
Holmfirth - - -	- - -	Sarah Roberts - -	642 18 2½	16 1 –	600
Holt - - - -	- - -	C. Baker - - -	736 17 3¼	11 4 10	450
Horsham - - -	- - -	Jane Warner - -	871 8 10½	13 11 –	1,520
Huddersfield - -	- - -	J. Brook - - -	12,304 13 3½	225 4 –	14,100
Hull - - - -	- - -	W. Crosskill - -	31,048 2 7½	848 – 10	14,000
(East Riding of Yorkshire, except the town of Bridlington.)	Beverley - - -	J. Hind - - -	3,392 10 –	62 11 2	3,870
	Driffield - - -	F. F. Dobson - -	1,782 10 –	27 15 3	1,780
	Hedon - - -	T. A. Matthews - -	1,457 10 –	21 18 9	900
	Howden - - -	W. Small - - -	398 10 –	7 19 6	450
	South Cave - -	J. Smith - - -	2,285 – –	40 3 –	3,480
Hungerford - -	- - -	G. Hidden - - -	539 1 4¼	8 6 2¼	450
Huntingdon - -	- - -	S. E. Cooch - -	1,677 10 9¾	358 6 7¼	10,000
(Counties of Huntingdon and Bedford.)	Ampthill - - -	C. Riddle - - -	331 – 9	5 1 9½	420
	Bedford - - -	R. Hill - - -	1,755 4 8	29 18 5½	2,400
	Biggleswade - -	T. W. Spong - -	1,052 5 6½	16 19 –	900
	Dunstable - -	J. Robinson - -	456 19 8	7 10 6	—
	Kimbolton - -	G. Craddock - -	332 10 11½	3 11 –	—
	Leighton Buzzard -	A. P. Muddiman - -	375 4 6½	7 9 11¾	540
	Luton - - -	P. Wootton - -	1,460 16 9¾	22 16 7½	2,400
	Potton - - -	— Tebbutt - -	275 14 11½	3 16 4	—
	Ramsey - - -	J. Palmer - - -	564 9 9¾	7 11 4¼	300
	St. Ives - - -	T. Stocker - - -	1,258 3 8¾	22 16 8	3,000
	St. Neots - -	W. P. Foster - -	860 3 4¼	14 13 4	1,200
	Woburn - - -	W. Roberts - - -	536 18 1½	7 19 –½	1,500
Ilkeston - - -	- - -	P. Hodgkinson - -	174 8 1¼	2 16 10½	600
Ipswich - - -	- - -	P. B. Long - - -	18,729 10 1	470 2 6	21,998
(County of Suffolk (except the towns of Aldeburgh and Saxmundham) and the town of Newmarket.)	Beccles - - -	A. Clarke - - -	386 7 –¾	7 4 1	1,600
	Botesdale - -	B. Taylor - - -	868 6 7	9 14 3	450
	Bungay - - -	R. Broome - - -	701 7 6	10 15 6	750
	Bury St. Edmunds -	W. Steele - - -	7,520 8 6½	109 7 10	9,000
	Clare - - -	J. B. Andrews - -	205 11 4	3 1 7	—
	Eye - - -	R. Nurse - - -	248 13 10¼	3 18 4	450
	Framlingham - -	A. Freeman - -	680 9 2¾	8 5 8	600
	Hadleigh - -	H. Hardacre - -	992 4 7	17 7 3	1,500
	Halesworth - -	J. Foreman - -	1,569 6 1¼	30 19 2	2,550
	Haverhill - -	Elizabeth Dix - -	1,084 1 7	14 – 2	450
	Lowestoft - -	R. Morris - - -	1,173 19 –¼	18 10 7	900
	Mildenhall - -	W. Secker - - -	1,230 14 4½	21 19 10	900

RETURN of Stamp Distributors, &c. in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Ipswich—*continued.*	Needham Market	A. Harrington	521 11 9	9 7 9	360
	Newmarket	H. Andrews	358 12 9½	6 6 5	600
	Stowmarket	A. B. Woolby	1,143 3 9¾	16 7 8	600
	Sudbury	H. S. Pratt	2,523 18 1	43 4 11	3,000
	Woodbridge	G. Gall	881 3 3½	15 15 4	1,125
Keighley		R. Aked	2,368 11 1¼	38 8 9	1,650
Kingston-on-Thames		G. Phillipson	1,631 8 1¾	22 3 6	900
Kirby Moorside		J. Frank	941 14 9	15 12 3½	660
Knaresborough		C. Blenkhorn	2,507 11 1	46 3 4	3,000
Lancaster		H. Gregson	34,259 7 7¼	408 19 2	10,000
Leamington		W. Rousham	4,122 11 11¾	72 4 3½	3,000
Leeds		J. Penny	49,049 – 9¾	853 6 5½	15,000
Leicester		M. Turner	28,157 17 8¾	795 17 7	22,500
(County of Leicester, except the town of Lutterworth.)	Ashby-de-la-Zouch	J. Barker	2,118 2 1	34 11 5	1,500
	Castle Donnington	W. W. Allsopp	464 18 4	7 10 11	450
	Hinckley	J. D. Cotman	504 5 5	8 11 5	1,080
	Loughborough	D. Astill	1,786 13 2	30 5 8	2,400
	Market Harborough	R. Lawrence	1,464 15 10	24 10 1	1,500
	Melton Mowbray	J. Towne	2,043 13 4	26 15 6	1,800
Leigh (Lancaster)		T. Halliwell	325 17 11½	9 2 –	900
Lewes		J. Smith	16,192 4 9½	214 14 1	4,000
Leyburn		J. Auton	673 – 5	9 4 8	625
Lichfield		J. Pitt	23,757 14 7½	921 19 9	26,000
(County of Stafford.)	Bilston	Maria Thompson	1,440 8 8	42 18 4	1,350
	Brierly Hill	J. Rawlings	524 15 5	29 9 6	480
	Burslem	J. Dean	2,567 19 3	58 14 7	2,400
	Burton-on-Trent	J. Townsend	5,275 1 6	111 – 2	6,000
	Cheadle	W. Young	692 11 6	15 7 11	1,650
	Eccleshall	W. Durrard	435 11 7	7 6 4	—
	Hanley	E. Allbut	3,950 9 8	86 18 4	3,000
	Leek	G. Nall	2,136 18 9	43 13 6	—
	Longton	A. Beck	793 7 6	33 16 7	600
	Newcastle-under-Lyme	H. Crewe	3,711 10 –	82 15 5	3,000
	Rugeley	J. H. Moxon	814 11 8	18 2 6	1,500
	Stafford	W. G. Frith	4,843 3 3	98 1 9	4,500
	Stoke-on-Trent	G. Turner	2,986 14 4	67 11 9	450
	Stone	C. Brandon	768 16 3	16 4 2	—
	Tipton	W. Riches	449 12 10	17 11 11	600
	Tunstall	A. Tomkinson	1,189 15 10	27 1 –	—
	Uttoxeter	F. T. Fearn	1,141 6 6	25 4 4	900
	Walsall	J. R. Robinson	3,249 16 –	89 3 3	2,340
	Wednesbury	J. Smith	2,261 6 –	62 2 7	1,200
	West Bromwich	R. Harris	1,741 3 10	43 13 3	1,950
	Willenhall	J. Tildesley	342 – –	12 4 1	1,500
	Wolverhampton	W. Parke	10,808 17 5	244 16 4	10,500
Lincoln		A. Trollope	22,924 12 1	836 17 11	25,000
(County of Lincoln, except the towns of Caistor and Long Sutton.)	Alford	J. Stainton	1,529 6 5	27 15 10	—
	Barton	H. W. Bull	811 17 –	17 4 7	3,450
	Boston	J. Morton	3,940 13 3	61 9 –	5,400
	Bourne	W. Long	367 5 8	5 9 2	300
	Brigg	W. R. Gibbons	2,312 5 8	42 14 7	3,000
	Crowle	J. T. Brunyee	476 6 –	5 16 –	300
	Croyland	G. Wilson	131 3 6	1 14 6	—
	Deeping	J. Wherry	248 8 3	5 5 8	—
	Donington	C. H. Cherrington	208 – 2	3 9 3	—
	Epworth	W. Sharpe	620 2 4	11 1 7	600
	Gainsborough	A. Smith	2,021 9 4	34 16 3	1,470
	Grantham	T. Bushby	1,621 10 7	29 6 3	2,100
	Grimsby	W. Skelton	2,234 2 9	39 8 11	900
	Holbeach	C. Waite	538 11 8	10 1 8	450
	Horncastle	H. Boulton	732 12 4	14 12 2	900
	Kirton	R. Spring	440 14 5	6 11 5	900
	Louth	W. A. Dunn	4,231 7 –	76 7 8	6,000
	Market Rasen	J. Rhodes	784 – 5	12 11 5	1,202
	Sleaford	G. Smedley	1,024 6 –	16 1 11	1,200
	Spalding	J. R. Measures	1,794 10 1	31 5 7	2,400
	Spilsby	T. A. Bellamy	4,195 10 1	81 15 10	1,500
	Stamford	J. Ford	1,946 3 7	32 14 6	2,150
	Wainfleet	J. Bassit	458 7 4	9 12 3	—

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Littlehampton		N. Smart	487 5 –½	6 4 11½	450
Liverpool		Collector of Inland Revenue.	177,300 14 9	- -	6,000
Long Sutton		J. Swain	800 13 1½	10 17 5	1,020
Lutterworth		F. Baker	2,078 14 11¾	37 12 7	750
Lydney		F. H. Hathaway	380 7 7½	5 14 7	450
Lyme Regis		L. J. Macer	936 17 7	16 1 10½	540
Lynn		T. Kendle	5,409 8 6¼	146 – 8	4,500
Maidenhead		G. H. Thompson	1,068 1 2¼	13 1 1	1,200
Malton		J. Collier	6,297 8 11	79 3 4	3,000
Manchester		Hon. R. E. Howard	213,374 13 –	2,413 7 9	40,000
Mansfield		C. Plumbe	813 3 6¾	14 8 8	1,500
March		J. Abbott	635 13 5½	12 7 2¼	1,200
Matlock		T. H. Holmes	12 4 3¾	- -	300
Middleham		M. Longbotham	430 6 –	6 10 6	900
Middlesborough		J. Jordison	3,020 – 6¾	59 2 7	2,100
Midhurst		J. Robinson	720 19 6¾	14 1 3	150
Mirfield		T. Rogers	766 3 4½	10 4 5½	600
Mitcheldean		J. Kathro	732 13 9	13 9 8	450
Modbury		E. G. Lakeman	826 3 1¾	16 17 9½	900
Moreton-in-Marsh		A. Norton	129 13 3½	1 13 –	300
Morpeth		S. Wilkinson	507 17 8½	8 14 11	900
Nailsworth		W. J. Whiting	493 15 9	7 2 –½	300
Neath		W. Whittington	944 2 5¾	18 5 –	900
Newark		W. Ridge	6,269 15 6¾	119 5 2	8,700
Newbury		J. Blackett	2,627 5 7¼	45 7 5½	2,100
Newcastle-on-Tyne		Collector of Inland Revenue.	59,954 16 3¼	- -	3,000
Newent		J. C. Cannock	268 14 –½	5 6 4	300
Newhaven		W D. Stone	92 7 5¾	1 3 2	300
Newnham		J. Philpotts	925 11 2¼	15 16 8¾	1,200
Northallerton		Ann Smithson	1,696 9 4½	31 8 11	1,500
Northampton		E. C. Burton	14,310 1 2	680 16 2	15,000
(Counties of Northampton and Rutland).	Brackley	W. Hadland	460 13 6	10 17 –	300
	Daventry	P. O. Hillman	1,108 9 –	18 1 11	1,080
	Higham Ferrers	Sarah A. Spong	287 5 –	4 11 –	—
	Kettering	J. Toller	1,257 11 3	18 1 11	1,200
	Oakham	A. T. Lenton	492 3 1	11 16 7	400
	Oundle	B. Todd	790 10 2	10 11 11	570
	Peterborough	J. Fox	13,725 6 9	158 8 4	9,000
	Thrapston	S. Richards	738 4 9	11 13 –	750
	Towcester	J. B. Hurfurt	906 8 9	14 9 1	900
	Uppingham	W. Wilford	710 2 11	9 8 7	780
	Weedon	Elizabeth Adams	304 17 –	4 1 6	—
	Wellingborough	W. Williamson	1,247 4 10	21 13 11	900
North Curry		J. H. Nicholls	300 17 4¼	6 10 11	900
Northleach		J. Wane	235 4 9	3 7 6	500
North Shields		J. Philipson	11,332 7 9½	142 19 3	3,000
North Walsham		G. Smith	2,251 6 1	25 8 –	450
Norwich		F. G. Foster	29,720 – 1¼	588 5 9	16,000
Nottingham		Collector of Inland Revenue.	25,424 17 11	- -	2,000
Nuneaton		E. Haddon	1,149 1 9½	18 14 9	450
Oldham		S. Riley	11,988 8 7¾	173 – 7	3,240
Otley		H. Thorns	1,383 8 2	27 14 8	1,200
Over Darwen		E. Gregson	265 8 11	3 16 1¼	300
Oxford		T. Taylor	21,354 5 1½	264 6 4	6,000
Petworth		G. Sadler	271 16 2	4 10 7	150
Pickering		W. Kneeshaw	957 13 10½	14 12 8	510
Plympton		S. Jerman	55 8 9	– 18 11	450
Pontefract		W. Abbott	1,888 8 5½	31 12 3	1,320
Poole		W. Lankaster	1,278 18 5¼	18 9 5	1,500
Portsmouth		Collector of Inland Revenue.	1,426 19 9¼	—	—
Preston		R. Veevers	17,864 4 11	338 6 4	9,000
(Part of Lancaster).	Blackpool	R. Wade	496 15 1¾	6 – 2	—
	Fleetwood	T. Drewry	339 12 2	4 5 10	—
Pudsey		H. Gott	119 10 5½	2 3 7¼	390

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Reading		J. Macaulay	3,312 4 9¼	60 6 3	3,000
Reigate		J. Brewer	714 12 2	10 19 6	750
Retford, East		Mary A. Thornton	2,587 5 8¾	44 7 8½	2,550
Richmond (Surrey)		J. G. Hiscoke	1,417 – 8½	23 18 4	1,500
Richmond (York)		J. Bell	1,157 10 7	15 8 6	1,200
Ripon		H. J. Thirlway	3,665 15 –¼	63 2 6	3,000
Robertsbridge		W. Martin	155 16 8½	1 14 10½	150
Rochdale		E. Collingwood	10,189 6 4¾	173 1 9	6,000
Rochester		C. Caddell	2,104 6 11½	36 3 6	2,850
Royston		J. Warren	631 4 10	9 8 2¾	600
Rugby		J. S. Savage	2,490 7 8½	46 4 11	1,500
Rye		D. Taylor	520 16 6¾	8 18 6	1,080
St. Helens		R. Thompson	4,036 10 5	49 13 7	1,650
Salisbury		Collector of Inland Revenue.	9,780 8 8	- -	3,000
Saxmundham		G. Adamson	1,385 1 4¾	22 16 6	2,100
Scarborough		G. White	4,471 9 1¾	63 – 2	5,340
Selby		J. T. Richardson	1,063 18 1¾	18 2 5	1,200
Settle		Mary Metcalfe	1,588 16 11½	26 13 7	3,000
Sevenoaks		G. W. Harrison	1,138 12 8¾	14 11 3	900
Shaftesbury		C. Bastable	1,176 12 11¾	18 18 8¼	780
Sheffield		R. Fawkes	35,174 11 2	863 19 6	24,000
(Part of the West Riding of Yorkshire).	Barnsley	G. Moxon	3,826 7 10¼	62 12 4	4,500
	Bawtry	J. Ellis	486 7 1	6 17 5	1,200
	Penistone	J. Wood	249 19 7½	3 16 6	—
	Rotherham	J. R. Owen	2,043 6 5¼	38 16 –	2,700
	Thorne	T. E. Lister	150 16 3½	2 10 1	—
Sherborne		L. H. Ruegg	6,642 19 8¾	180 5 5¼	1,800
Shoreham		R. Spencer	350 7 3	4 17 –	300
Shrewsbury		E. B. Tipton	31,465 6 8¼	1,250 6 8	24,375
(Counties of Salop, Merioneth, Carnarvon, Anglesea, and Montgomery, except the town of Welshpool).	Amlwch	Ann Hughes	239 13 9	3 8 8	600
	Bala	D. Evans	134 19 9	2 13 11	—
	Beaumaris	T. Owen	460 11 4	5 15 6	600
	Bethesda	E. Davies	232 10 8	3 7 10	—
	Bishops Castle	Elizabeth Newell	138 4 10	2 15 4	—
	Bridgnorth	J. Yate	3,287 12 1	58 5 1	1,050
	Broseley	R. Rushton	1,071 2 –	19 6 7	1,740
	Carnarvon	E. Rowlands	2,035 2 10	32 16 3	2,850
	Cleobury Mortimer	T. E. Dalley	306 9 7	6 – 10	600
	Conway	Catherine Webster	152 6 11	3 – 9	—
	Corwen	R. Roberts	290 10 –¼	5 16 2	—
	Dawley	R. Bailey	85 10 –	1 14 4	—
	Dolgelly	R. P. Roberts	750 6 11	10 12 10	750
	Ellesmere	E. Baugh	1,327 5 –	20 18 10	—
	Festiniog	R. Parry	551 7 –	5 10 –	—
	Halesowen	T. Hodgett	6 – 5	– 1 6	—
	Holyhead	H. G. Hughes	773 18 11	10 2 6	—
	Ironbridge	J. Slater	139 2 3	2 15 8	—
	Llandudno	T. Owen	251 13 8	4 5 1	—
	Llanerchymedd	J. Hughes	405 15 10	8 2 4	750
	Llanfyllin	T. Jones	63 6 1	1 5 4	—
	Llangefni	W. Thomas	152 14 6	3 1 –	—
	Llanidloes	E. Evans	389 16 10	5 10 2	—
	Ludlow	C. Harper	1,762 3 10	32 – 7	3,600
	Machynllith	R. Roberts	549 13 11	8 1 6	600
	Madeley	Anne Munday	30 12 5	– 12 3	300
	Market Drayton	W. G. King	1,000 16 3	14 6 4	450
	Montgomery	J. Gough	6 14 –	– 2 8	—
	Muchwenlock	H. Trevor	123 18 9	1 9 9	1,200
	Newport	J. Norris	334 17 9	6 14 –	840
	Newtown	A. Ford	688 13 5½	13 15 4	600
	Oldbury	J. Lowe	482 14 2	9 12 11	—
	Oswestry	E. Williams	3,109 6 7	55 – 1	5,050
	Portmadoc	E. Jones	617 6 11	12 7 –	—
	Pwllheli	O. Jones	745 18 3	12 9 7	840
	Shiffnall	B. L. Beddow	933 13 1	14 1 11	450
	Wellington	R. Hobson	4,704 8 1	88 5 4	1,200
	Wem	G. W. Poole	671 18 9	11 19 4	600
	Whitchurch	H. Newling	1,711 17 8	22 14 7	2,700

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Skipton		J. Tasker	795 13 9¾	15 18 1	900
Snaith		E. A. Rhodes	285 – 5	4 12 –	600
Soham		W. King	328 9 4¼	9 7 10	420
Southam		F. Smith	416 5 7¼	7 – 1	420
Southampton		Collector of Inland Revenue.	5,576 5 4	—	—
Southport		J. Kershaw	941 4 3¼	13 7 3	900
Southwell		J. Whittingham	818 16 9	14 1 8¾	1,800
Sowerby Bridge		J. Utley	267 13 4½	3 12 6½	300
Staines		Sarah J. Norris	638 5 1¾	7 2 –¾	720
Steyning		T. Bennett	213 14 9	2 11 9¼	300
Stockport		S. Robinson	7,780 5 9	131 13 1¾	6,000
Stokesley		W. F. Pratt	943 9 9½	16 – 5½	1,200
Storrington		W. Gallier	358 2 11¼	4 10 1¾	150
Stourbridge		Collector of Inland Revenue.	937 1 –¾	—	—
Stow-in-the-Wold		J. Bullock	706 8 11½	9 9 11	600
Stratford-on-Avon		J. S. Leaver	2,597 11 4	63 3 9½	2,200
Stroud		W. H. Withey	4,602 12 –¾	74 11 5	4,500
Sturminster, Newton		C. S. Rose	407 12 2	9 14 10½	680
Sunderland		Collector of Inland Revenue.	9,613 15 5	- -	2,000
Swaffham		J. Gardner	1,496 14 10½	21 8 7	1,500
Tadcaster		J. Newton	297 12 10	4 14 5	750
Taunton		C. W. Loveridge	10,924 16 7¼	467 8 5	16,000
(Western Division of Somerset, except the town of North Curry).	Bridgwater	J. Whitby	3,107 3 7	54 5 2	3,000
	Chard	R. B. Glyde	1,432 16 6	27 18 1	1,500
	Crewkerne	W. Galpin	714 9 9	12 11 9	900
	Dunster	T. Burge	892 12 3	16 5 11	3,000
	Ilchester	J. Baker	524 3 3	10 – 9	—
	Ilminster	C. P. Chapple	640 6 5	13 12 2	1,200
	Langport	Sarah A. Underdown	746 1 9	16 9 6	1,500
	Martock	W. G. Porter	905 13 5	17 11 11	—
	Milverton	W. Adams	397 3 6	5 16 7	900
	Nether Stowey	W. G. Cussens	644 16 4	10 10 8	—
	Somerton	P. Welsh	305 6 5	3 14 2	450
	South Petherton	J. Daniel	1,126 – 3	22 10 3	1,620
	Wellington	W. D. Horsey	727 12 11	12 14 3	990
	Williton	J. Williams	371 14 9	6 1 2	1,110
	Wivelscombe	C. T. Norman	978 17 4	12 4 1	750
	Yeovil	J. Curtis	4,307 12 7	73 12 7	3,000
Tetbury		(Vacant)	754 2 9	13 18 2⅓	—
Tewkesbury		H. Browett	1,692 6 3	25 15 1½	650
Thame		C. Ellis	469 10 2⅓	6 11 –	480
Thetford		Mary Catton	455 5 11¼	9 11 4	1,500
Thirsk		T. K. Wright	1,194 2 4	21 6 8¼	1,500
Thornbury		R. Ellis	806 3 8	10 19 –	1,200
Todmorden		A. B. Bayes	1,285 4 9¾	16 5 5¾	750
Truro		E. H. Rodd	3,185 – 5¼	493 4 –	14,000
(County of Cornwall).	Bodmin	J. B. Collins	9,708 10 11	124 14 10	3,900
	Callington	R. B. Hawker	202 14 8	4 1 –	300
	Camborne	L. Newton	778 6 5	9 7 7	—
	Camelford	R. H. Burt	303 – 2	6 1 2	—
	Falmouth	F. Treleaven	1,503 7 1	23 2 6	2,400
	Hayle	J. Poole	294 – 7	3 15 4	—
	Helston	J. Ellis	1,457 – –	27 12 7	3,450
	Launceston	W. Cater	1,401 8 2	23 9 4	1,050
	Liskeard	J. Abraham	796 15 6	15 18 8	1,800
	Padstow	J. Uncles	59 14 4	1 3 11	100
	Penryn	M. J. Tamlyn	186 10 4	3 14 6	—
	Penzance	W. C. Hemmings	2,206 9 11	34 19 10	4,500
	Redruth	J. Tregaskis	1,204 3 10	19 17 8	1,500
	St. Agnes	E. Opil	98 14 5	1 7 9	600
	St. Austell	P. Giles	1,761 18 –	25 4 1	2,700
	St. Columb	G. R. Bosisto	504 16 –	9 12 4	1,200
	St. Day	J. Bawden	427 3 1	5 15 8	300
	St. Ives	W. Kernick	492 2 5	7 4 4	—
	Saltash	J. Rawling	213 17 1	2 18 10	—
	Stratton	W. Rowe	149 10 11	2 19 10	600
	Wadebridge	R. B. Cleave	202 9 6	3 19 6	—

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRCT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867. £.	s.	d.	Amount of Poundage allowed in the Year ending 31st March 1867. £.	s.	d.	Amount of Security given to the Crown. £.
ENGLAND AND WALES—*continued.*									
Usk	-	A. Waddington	1,809	11	5¾	368	11	2	8,000
(County of Monmouth.)	Abergavenny	R. Rees	1,402	5	1	20	12	10	1,500
	Chepstow	W. E. Clarke	1,258	16	–	17	14	11	1,500
	Monmouth	W. Card	1,300	5	5	21	–	–	1,200
	Newport	A. Clements	7,156	5	–	87	11	2	4,800
	Pontypool	W. Wood	867	9	–	13	5	3	900
	Rhymney	E. Evans	89	11	6	1	15	8	—
	Tredegar	J. Crosswell	334	19	6	5	14	4	—
Wakefield	-	J. Stanfield	69,546	2	1	598	8	6	15,300
Wallingford	-	J. Bradford	1,842	2	1½	31	12	–½	1,050
Wantage	-	J. Lewis	2,305	9	4	34	8	4½	3,000
Wareham	-	G. Best	646	5	6¼	9	15	6	600
Warrington	-	S. M. Webster	5,544	17	3	99	–	7	3,750
Warwick	-	H. Sharpe	3,038	2	–¼	47	–	–	4,500
Watlington	-	Ann Green	265	3	10¾	5	5	10¼	450
Welshpool	-	Collector of Inland Revenue.	1,353	13	9¾	-		-	600
Wells (Norfolk)	-	H. B. Fryer	314	16	1¾	4	17	9¼	270
Wells (Somerset)	-	G. Lawrence	4,909	4	3½	116	16	9	9,000
Wetherby	-	J. Dixon	338	19	3½	4	15	6	660
Weymouth	-	Phillis C. Robens	3,527	8	4½	48	9	6	1,380
Whitby	-	R. Kirby	4,666	19	6½	75	1	8	2,500
Whittlesea	-	J. Brown	442	6	5	7	14	6½	660
Wigan	-	T. Wall	5,260	9	1¼	92	8	9¼	3,000
Wimborne	-	C. Boor	770	1	5¾	9	14	4	1,400
Winchcomb	-	R. Simmons	155	14	10¼	5	18	7¼	400
Winchester	-	W. T. Græme	14,293	7	–½	545	3	10	27,000
(County of Southampton, except the town of Portsmouth.)	Aldershot	W. Sheldrake	610	–	6	14	17	5	300
	Alresford	H. Moody	365	5	10	7	11	–	720
	Alton	A. King	899	16	6	15	18	5	1,500
	Andover	F. Browne	1,324	18	–	22	11	11	1,500
	Basingstoke	G. Glover	2,295	4	7	52	8	4	2,250
	Bishops Waltham	G. Gunner	946	5	9	19	10	9	1,200
	Bournemouth	J. Hankinson	380	6	10	7	17	1	—
	Christchurch	A. Pike	517	7	–	13	6	2	450
	Cowes	J. Self	1,049	7	4	22	–	3	600
	Emsworth	H. Moore	316	–	11	5	–	7	300
	Fareham	T. Kelsall	1,020	–	11	21	18	6	1,650
	Fordingbridge	W. Hayden	709	1	10	9	19	4	—
	Gosport	C. Mumby	1,548	16	10	33	12	3	600
	Havant	E. Locke	280	17	10	5	6	4	—
	Lymington	J. Corbin	621	18	9	16	17	9	1,800
	Newport, Isle of Wight	E. Upward	2,310	4	7	52	9	10	3,000
	Odiham	A. Cooper	333	8	9	7	13	3	300
	Petersfield	G. Duplock	812	3	8	13	14	5	—
	Portsea	S. Horsey	4,010	2	8	113	15	10	4,800
	Ringwood	W. Wheaton	506	11	2	9	2	8	600
	Romsey	C. Lordan	1,122	7	6	22	15	6	600
	Ryde, Isle of Wight	R. Chrisp	1,627	4	2	39	4	3	1,500
	Ventnor	F. Moor	303	16	10	9	4	3	—
	Whitchurch	J. Hayter	186	17	11	2	19	9	—
Windsor	-	(Vacant)	2,500	10	–¾	43	12	3	—
Winster	-	J. Heathcote	260	11	4	3	13	10	600
Wirksworth	-	Mary J. Brace	973	7	1½	18	19	10	750
Wisbeach	-	A. H. Ward	3,128	1	5¼	46	14	10	3,000
Witney	-	Martha Burden	403	11	9¼	7	11	5	450
Wokingham	-	W. Gotelee	648	18	6¾	6	17	10	600
Woodstock	-	W. Eccles	210	–	11¾	17	3	10	300
Wootton-under-Edge	-	W. G. Foxwell	600	7	3¾	9	7	11	1,800
Worcester	-	W. Lewis	26,566	18	6½	727	19	2	30,000
(County of Worcester, except the town of Stourbridge.)	Bewdly	E. Bryan	1,587	8	4½	29	8	–	540
	Blockley	Mary Bearcroft	10	18	1	–	4	2	300
	Broadway	F. J. Sbailer	73	1	3¼	–	18	3	—
	Bromsgrove	J. B. Wilson	977	14	–¼	17	3	9	6,000
	Droitwich	T. Gorle	895	2	1¼	13	10	3	450
	Dudley	J. Skedden	4,029	5	9¼	71	8	9	6,000
	Evesham	C. J. Husband	1,735	17	7½	29	5	3	—
	Kidderminster	T. Mark	2,190	16	2½	33	8	3	1,500

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d*.

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
ENGLAND AND WALES—*continued.*			£. s. d.	£. s. d.	£.
Worcester—*continued.*	Malvern	M. Lucy	690 15 7	10 5 9	—
	Pershore	C. J. Pace	564 19 11¾	7 8 7	1,060
	Redditch	E. Connell	805 6 2¾	11 7 11	1,500
	Shipston	H. Sale	361 – 3¾	5 2 9	420
	Stourport	T. Wheeldon	448 19 7¾	6 10 –	—
	Tenbury	B. Home	443 16 8¼	8 13 11	450
	Upton	W. F. Farr	279 5 2	4 4 5	600
Worksop		T. Parkinson	807 17 3¼	11 12 1½	900
Worthing		G. H. French	1,091 17 5¾	17 2 1	600
Wymondham		S. Fison	1,286 5 –½	23 11 10	1,800
Yarm		J. Foggitt	192 1 7¼	3 15 4	150
Yarmouth (Norfolk)		D. B. Palmer	5,012 19 2½	131 10 8	4,500
York		R. E. Smithson	36,757 12 8½	646 14 3¾	58,000

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Annual Salary.*	Amount of Security given to the Crown.
SCOTLAND:			£. s. d.	£. s. d.	£.
Aberdeen		A. Jopp	75,484 17 4	1,194 – –	10,000
	Alford	F. Stephen	169 8 5¼	5 – –	20
	Ellon	G. F. Raeburn	646 9 10¼	11 – –	80
	Fraserburgh	W. Ramsay	1,314 17 6	19 – –	200
	Huntly	A. Stewart, junr.	1,064 18 7	18 – –	250
	Inverury	J. Bisset	565 7 4¼	10 – –	80
	New Pitsligo	W. Spence	248 16 11½	5 – –	50
	Old Meldrum	J. Bruce	393 2 8	9 – –	50
	Peterhead	T. Knox	2,545 12 9½	41 – –	800
	Tarland	J. Skeen	268 9 1	6 – –	55
	Turriff	A. Morrison	599 5 9½	11 – –	95
Ayr		G. Oswald	47,703 17 2½	1,159 – –	10,800
	Beith	W. F. Love	2,283 7 6	33 – –	300
	Cumnock	A. White	1,235 6 5	16 – –	130
	Girvan	J. M'Kenna	1,517 7 9	20 – –	150
	Irvine	W. D. M'Jannet	5,768 9 3	62 – –	400
	Kilmarnock	J. Sturrock	4,884 4 3	72 – –	850
	Largs	R. Pinkerton	1,399 1 11	27 – –	100
	Maybole	T. Rennie	1,163 5 4½	20 – –	120
	New Milns	T. S. Gemmell	525 2 7	10 – –	100
	Saltcoats	J. Campbell	1,404 4 8	19 – –	300
	Stewarton	R. M. Lindsay	180 9 11	6 – –	50
Banff		A. Souter	8,439 6 8	247 – –	2,440
	Aberchirder	J. Findlater	222 3 6¾	7 – –	60
	Buckie	J. P. Milne	311 2 8¼	10 – –	50
	Cullen	G. Grant	518 6 5½	10 – –	330
	Dufftown	Mrs. Isabella Ragg	433 18 11¼	9 – –	100
	Keith	J. Keith	1,049 18 5¾	17 – –	290
	Macduff	G. Gibson	269 18 1¾	5 – –	30
	Portsoy	W. Wright	216 16 11¼	10 – –	80
Campbeltown		J. Beith, junr.	6,788 3 –½	292 – –	700
	Islay	E. Taylor	22 15 5½	4 – –	20
Cupar-Fife		W. Duncan	36,870 14 10	907 – –	9,381
	Anstruther	D. M. Dickson	1,307 16 3	17 – –	325
	Auchtermuchty	H. W. Walker	468 2 6	17 – –	120
	Burntisland	A. Kidd	106 14 3	8 – –	40
	Colinsburgh	Mary Ann Lund	632 16 6	14 – –	55
	Dunfermline	D. Birrell	1,478 1 6	37 – –	400
	Falkland	W. Kilgour	535 8 2	12 – –	45
	Ferry-port-on-Craig	J. White	102 16 4	4 – –	25
	Inverkeithing	Mary Pringle	203 16 10	5 – –	80
	Kirkcaldy	M. Beveridge	5,324 13 7	71 – –	900

* Distributors and Sub-distributors of Stamps in Scotland are paid by annual salary in lieu of poundage.

RETURN of Stamp Distributors, &c., in *Great Britain and Ireland*, the Revenue received by each of them, &c.—*cont*d.

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Annual Salary.	Amount of Security given to the Crown.
			£. s. d.	£. s. d.	£.
SCOTLAND——*continued.*					
Cupar-Fife—*continued.*	Kinross	J. W. Williamson	1,476 10 1	22 – –	170
	Leslie	J. Hutchison	594 9 –	15 – –	70
	Leven	P. Bonthron	864 19 6	16 – –	130
	Markinch	Ann Hutchinson	148 19 9	5 – –	25
	Newburgh	J. Lyell	309 2 6	10 – –	350
	Pathhead	A. Beveridge	370 19 10	6 – –	60
	St. Andrews	J. Cook	2,477 19 6	69 – –	800
Dumfries	– – –	Collector of Inland Revenue.	25,693 5 9¼	– –	1,000
	Annan	J. Simpson	2,457 8 –	24 – –	370
	Ecclefechan	T. Shankland	27 18 2¼	5 – –	60
	Langholm	G. Scott	1,482 16 8¼	25 – –	400
	Lockerbie	J. Baird	1,461 9 2½	20 – –	120
	Lochmaben	Jane Henderson	18 19 7¼	4 – –	15
	Moffatt	J. M'Millan	1,309 10 6¾	20 – –	180
	Sanquhar	W. O. M'Queen	309 6 11½	12 – –	275
	Thornhill	W. Austin	150 12 5¾	7 – –	140
Dundee	– – –	J. Shiell	55,735 4 5	761 – –	9,200
	Arbroath	J. Macdonald	10,050 12 7	97 –	1,000
	Montrose	A. Burness	6,592 4 5	84 – –	700
Dunse	– – –	A. Crawford	15,172 16 2	393 – –	3,890
	Ayton	W. Carter	121 8 2	4 – –	50
	Coldstream	J. Halliburton	1,071 18 8	14 – –	980
	Earlston	R. Dodds	64 13 10	4 – –	25
	Eyemouth	J. Bowhill	925 15 7	13 – –	210
	Greenlaw	A. Purves	157 1 11	5 – –	243
	Lauder	T. Broomfield	628 6 7	16 – –	240
Edinburgh	– – –	Collector of Inland Revenue.	573,432 1 –¼	—	—
Elgin	– – –	A. Cameron	3,142 6 3	250 – –	1,000
Ditto	– – –	R. Young	8,397 4 –	116 – –	700
	Fochabers	W. Gall	92 16 2	6 – –	30
	Forres	W. Selanders	1,892 12 2	45 – –	400
	Nairn	A. M'Gillivray	1,288 9 3	24 – –	320
Forfar	– – –	J. Young	20,985 5 –¾	513 – –	6,270
	Auchinblae	J. Farquharson	350 18 6	8 – –	40
	Banchory	W. Sim	499 14 2¾	10 – –	50
	Bervie	R. Glegg	362 17 2¾	9 – –	60
	Brechin	A. Black	3,016 3 7½	37 – –	400
	Carnoustie	A. Balfour	16 18 10¾	4 – –	20
	Glammis	J. Anderson	234 14 5	9 – –	100
	Kirriemuir	G. B. Brand	1,369 19 6¼	22 – –	200
	Laurencekirk	P. Dickson	601 18 5	40 – –	230
	Stonehaven	J. Wood	1,570 7 7¾	30 – –	300
Glasgow	– – –	Collector of Inland Revenue.	325,099 10 –	– –	5,000
	Airdrie	J. Kidd	7,210 12 2	64 – –	730
	Biggar	A. Pairman	3,169 18 7	30 – –	190
	Dumbarton	J. Robson	9,496 8 1	94 – –	1,000
	Hamilton	J. Naismith	9,418 9 5	101 – –	1,200
	Helensburgh	J. Hislop	445 3 5	8 – –	200
	Lanark	T. Prosser	5,729 1 9	70 –	550
	Strathaven	T. Tennent	1,866 7 3	22 – –	250
Greenock	– – –	D. Murray	37,726 9 8	640 – –	5,500
	Johnstone	W. Holmes	8,395 – 7	16 – –	300
	Lochwinnoch	J. Reid	1,061 17 6	19 – –	200
	Paisley	W. M'Intyre	12,535 – 11	138 – –	2,500
	Pollockshaws	W. Stewart	2,960 10 10	33 – –	200
	Port Glasgow	J. Douglas	1,155 12 9	32 – –	360
	Rothesay	J. M'Alister	1,907 14 9	27 – –	500
Haddington	– – –	J. Ferme	14,567 10 8	325 – –	1,800
	Dunbar	A. Cunningham	2,254 1 6	19 – –	150
	North Berwick	J. Dall	695 1 10	11 – –	60
	Prestonpans	A. Nisbet	61 11 2	4 – –	30
	Tranent	P. Leslie	55 10 6	4 – –	20
	East Linton	J. Hall	80 13 1	4 – –	30

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Annual Salary.	Amount of Security given to the Crown.
SCOTLAND—*continued.*			£. s. d.	£. s. d.	£.
Inveraray	-	W. Wilson	10,697 11 10	509 – –	1,300
	Dunoon	J. Stirling	1,076 13 2¾	13 – –	70
	Lochgilphead	H. M'Ewen	939 15 3½	8 – –	150
	Oban	A Gregorson	2,693 10 10	22 – –	300
	Tobermory	J. M'Callum	658 19 10	10 – –	110
Inverness	-	E. B. Fraser	18,132 6 6	504 – –	4,850
	Beauly	R. Hepburn	107 17 9	5 – –	30
	Campbelton	J. Munro	71 8 1	4 – –	20
	Fort Augustus	J. M'Leod	5 12 –	4 – –	20
	Fort William	D. Boyd	1,827 – 3	119 – –	180
	Grantown	D. M'Dougall	527 7 9	9 – –	130
	Kingussie	D. M'Rae	674 16 10	10 – –	200
	Portree	H. M'Donald	1,295 6 2	97 – –	350
Jedburgh	-	A. Jerdon	11,940 3 –	404 – –	2,650
	Hawick	W. Haddon	4,749 10 9	52 – –	500
	Kelso	A. Elliot	7,013 16 –	74 – –	1,000
	Melrose	T. Murray	3,430 19 7	40 – –	400
Kirkwall	-	R. Fotheringhame	5,565 13 7	407 – –	1,150
	Lerwick	F. G. Bruce	470 8 7	10 – –	100
	Stromness	J. Rae	281 12 4	7 – –	35
Peebles	-	R. Thorburn	8,127 – 2½	218 – –	1,300
	Galashiels	W. Rutherford	2,764 10 5	32 – –	500
	Innerleithen	J. Temple	146 15 1½	4 – –	40
	Selkirk	J. Lang	3,690 6 6½	44 – –	400
	West Linton	J. Alexander	48 12 3½	4 – –	15
Perth	-	A. B. Macdonald	45,603 19 6	845 – –	11,400
	Aberfeldy	D. Kippen	1,004 15 9½	14 – –	250
	Alyth	J. Warren	217 3 7	6 – –	50
	Auchterarder	J. Stewart	618 6 2	12 – –	130
	Blairgowrie	A. Robertson	1,632 12 8½	28 – –	480
	Callander	A. Macdonald	745 5 7¾	15 – –	120
	Cupar-Angus	J. Lowe	1,318 16 6¾	14 – –	150
	Crieff	A. Millar	3,513 3 8¼	29 – –	300
	Doune	R. Main	79 6 7	5 – –	30
	Dunblane	W. Christie	2,092 4 6	21 – –	400
	Dunkeld	T. Jack	854 – 6	14 – –	450
	Errol	T. R. Kinmont	163 3 2½	4 – –	25
	Killin	W. Walker	315 19 1½	8 – –	50
	Kincardine	A. C. Stephen, jun.	667 14 1	9 – –	70
	Pitlochry	C. Gibson, jun.	660 15 7½	11 – –	160
Stirling	-	J. Davidson	33,799 15 10	684 – –	4,000
	Alloa	W. Spence	2,252 – 5	45 – –	370
	Bathgate	G. Crawford	1,318 5 –	20 – –	150
	Bo'ness	P. L. Forgan	338 12 6	11 – –	60
	Falkirk	W. H. Burns	2,766 6 10	68 – –	1,600
	Grangemouth	P. Hastie	409 2 10	6 – –	50
	Lennoxtown	J. Bishop	92 14 9	5 – –	90
	Linlithgow	P. Miller	1,320 16 8	19 – –	700
Stornaway	-	J. M'Aulay	3,149 8 2	118 – –	500
Stranraer	-	D. Guthrie	20,332 14 11¾	532 – –	5,850
	Castle Douglas	S. Gordon	3,377 13 1	37 – –	400
	Gatehouse	H. D. Glover	2,442 14 –½	16 – –	100
	Glenluce	Elizabeth Saunders	116 16 9½	4 – –	75
	Kircudbright	S. Cavan	1,945 14 4	26 – –	200
	Maxwelltown	R. K. Walker	2,261 – 6½	33 – –	250
	New Galloway	J. Craig	1,147 16 7¾	11 – –	40
	Newton Stewart	A. M'Cutcheon	1,050 – 7½	34 – –	200
	Whithorn	A. Gordon	356 10 5	10 – –	100
	Wigtown	W. M'Guffie	1,045 1 10½	18 – –	300
Tain	-	E. H. M'K. Matheson	17,375 4 5¾	611 – –	6,000
	Cromarty	J. Williams	884 6 2¼	13 – –	250
	Dingwall	C. Munro	2,333 12 7½	32 – –	850
	Dornoch	Mrs. Mackay	1,023 4 2½	14 – –	100
	Golspie	W. Ross	1,961 15 11¼	26 – –	290
	Invergordon	A. Munro	828 – 2¼	14 – –	270
	Thurso	Jane G. Sinclair	3,614 16 –¼	21 – –	330
	Wick	Margaret Bruce	4,655 12 6½	33 – –	680

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
IRELAND:			£. s. d.	£. s. d.	£.
Armagh - - - (County of Armagh.)	- - -	T. A. Prentice - -	6,502 18 2¼	326 17 -¼	4,000
	Lurgan - - -	J. Murphy - - -	676 16 1¼	16 15 3	—
	Tandragee - -	R. Trotter - - -	335 16 -¼	10 12 10¼	—
	Portadown - -	T. Shillington - -	390 12 10½	12 9 10½	—
	Markethill - -	M. Pollard - - -	38 15 5	1 18 3½	—
	Keady - - -	W. M'Bride - -	90 - 5¾	4 9 -¾	—
	Newtown Hamilton -	A. Still - - -	68 - 4½	3 7 8	—
Belfast - - - (County of Antrim.)	- - -	T. R. Stannus - -	51,047 15 7½	1,964 17 3	8,000
	Antrim - - -	H. Taggart - - -	326 16 -½	6 16 -	—
	Ballycastle - -	A. M'Alister - -	140 5 4½	3 17 3	—
	Ballymena - -	Mary Greer - -	1,277 12 -½	23 11 10	—
	Ballymoney - -	A. Moore - - -	692 19 5½	13 7 9	—
	Belfast - - -	J. Magill - - -	10,750 16 -½	69 12 5	—
	Bushmills - -	S. Steele - - -	25 3 -½	- 16 3	—
	Carrickfergus - -	S. D. S. Cunningham -	390 15 4¼	5 3 9	—
	Larne - - -	Crawford and Nelson -	340 - 9	7 4 4	—
	Lisburn - - -	Margaret Lennon -	567 15 -½	12 9 6	—
	Ballyclare - -	Murdock and Beggs -	- - No Return.		
	Crumlin - - -	J. English - - -	- - ditto.		
	Portglenone - -	W. Smith - - -	105 10 -	2 2 2	—
Carrick-on-Shannon - (Counties of Leitrim, Roscommon, and Longford.)	- - -	P. G. Brennan - -	574 16 -	72 13 7	1,000
	Boyle - - -	T. Judge - - -	248 6 5	6 12 9	—
	Elphin - - -	M. Rorke - - -	30 14 7	- 14 3	—
	Strokestown - -	T. Farrell - - -	80 11 6	2 11 10	—
	Longford - - -	J. Cahill - - -	298 16 4	9 7 3	—
	Granard - - -	T. Pettit - - -	42 2 11	1 7 11	—
	Edgeworthstown -	W. Slator - - -	18 14 4	- 10 8	—
	Castlerea - - -	P. Dillon - - -	189 4 3	7 12 7	—
	Roscommon - -	G. Fannon - - -	255 5 11	9 14 3	—
	Ballymahon - -	T. Kennedy - -	99 18 7	4 12 3	—
	Ballinamore - -	S. Brady - - -	57 15 -	2 19 7	—
	Carrigallen - -	P. Harte - - -	19 10 2	- 18 3	—
	Drumshanbo - -	F. B. M'Keon - -	13 16 -½	- 11 8	—
	Drumkeeran - -	M. H. Lyons - -	20 8 10	1 - 4	—
	Kiltyclogher - -	M. Meehan - - -	16 12 6½	- 12 6	—
	Mohill - - -	E. Whelan - - -	99 14 3	4 3 8	—
	Manorhamilton -	H. J. C. Wallace -	93 5 2	3 6 3	—
Castlebar - - - (County of Mayo.)	- - -	J. C. Larminie - -	929 4 9¼	105 5 6	4,500
	Ballina - - -	R. G. Baxter - -	639 13 5½	15 - -	—
	Ballinrobe - -	G. Kelly - - -	160 10 11	4 - 3	—
	Ballaghaderin - -	J. Gordon - - -	63 17 3	1 11 11	—
	Belmullet - -	J. Carey - - -	39 2 4¾	- 19 6	—
	Claremorris - -	S. Collins - - -	47 11 5¾	1 3 9	—
	Newport - - -	E. Davis - - -	16 17 2½	- 8 5	—
	Swinford - - -	W. Mulligan - -	142 18 3¾	3 15 2	—
	Westport - - -	T. M'Pherson - -	585 11 3½	8 16 7	—
	Charlestown - -	J. Fitzgerald - -	- - No Return.		
	Kilkelly - - -	T. Leech - - -	- - ditto.		
	Ballyhamies - -	E. O. Jordan - -	23 - -	- 11 6	—
	Hollymount - -	W. Willis - - -	- - No Return.		
	Foxford - - -	J. M'Gloin - - -	- - ditto.		
Clonmel - - - (County of Tipperary.)	- - -	G. Fitzgerald - -	2,462 13 5	208 18 11	3,000
	Borrisokane - -	N. Powell - - -	106 12 7	1 15 1	—
	Borrisoleigh - -	Catherine Chadwick -	23 7 -	- 9 5	—
	Cahir - - -	S. Jellico - - -	339 - 1	4 12 5	—
	Carrick-on-Suir -	Mary Anne Purcell -	330 18 7	6 12 8	—
	Cashel - - -	M. Dolan - - -	371 12 9	5 3 11	—
	Cloughjordan - -	P. O'Reilly - -	92 1 9	1 4 1	—
	Fethard - - -	F. Sayers - - -	85 18 3	1 9 -	—
	Killenaule - -	T. Dunning - -	110 8 1	1 10 5	—
	Nenagh - - -	Anne Mary Cane -	713 16 3	11 13 2	—
	Newport - - -	T. Griffin - - -	125 1 6	1 10 9	—
	Roscrea - - -	J. Gray - - -	280 19 4	5 12 4	—
	Templemore - -	W. D. Laffan - -	222 - -	3 4 10	—
	Thurles - - -	M. Quinlan - -	627 8 -	9 3 5	—
	Tipperary - -	R. Henston - - -	600 4 3	11 16 9	—

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
IRELAND—*continued.*			£. s. d.	£. s. d.	£.
Cork	- - -	B. R. Shaw	27,528 2 5	873 18 7	8,000
(County of Cork)	Fermoy	Jane Young	490 2 9	8 14 –	—
	Bandon	G. Gabriel	398 17 6	6 19 5	—
	Mallow	P. Corbett	324 1 1	5 8 2	—
	Yougal	H. Long	374 6 –	6 12 10	—
	Charleville	M. Copley	249 13 5	4 12 3	—
	Kanturk	Catherine Flanagan	186 10 6	3 14 –	—
	Cloyne	Mary Travers	37 19 3	– 15 2	—
	Kinsale	J. Armstrong	34 4 1	– 13 8	—
	Clonakilty	J. Spiller	170 12 8	2 18 9	—
	Skibbereen	J. Lever	180 19 6	3 8 4	—
	Mitchelstown	J. Fraser	94 19 8	1 12 7	—
	Bantry	J. Meara	82 10 6	1 6 2	—
	Queenstown	H. Cole	49 1 4	– 19 8	—
	Midleton	Mary Lamie	44 7 –	– 17 8	—
	Buttevant	P. M'Garry	No Return.		
	Millstreet	Catherine Sullivan	13 10 –	– 5 6	—
	Doneraile	J. Haycroft	No Return.		
	Dunmanway	J. Atkins	ditto.		
	Union Hall	T. Fuller	ditto.		
	Castletown Roche	M. Fitzpatrick	ditto.		
	Rosscarberry	T. O'Mahony	ditto.		
Downpatrick	- - -	C. Knox	1,293 3 11¼	79 13 5	2,000
Drogheda	- - -	L. Ternan	1,066 6 7	54 9 4½	1,500
(Town of Drogheda and County of Meath).	Navan	M. Kelly	173 2 3	5 12 4½	—
	Kells	M. Irwin	222 5 2½	6 18 1	—
	Trim	T. Sheridan	57 10 10	2 4 3	—
	Oldcastle	G. Porter	30 19 –	1 2 –	—
	Athboy	T. Fagan	45 17 6	1 5 5	—
Dundalk	- - -	P. Russell	1,107 19 11¼	65 10 3¾	1,000
(Counties of Louth and Monaghan).	Monaghan	E. F. Donnelly	834 7 3	26 11 2	—
	Clowes	H. Lowe	192 16 11	6 18 7	—
	Castleblayney	J. Sloon	250 15 11	6 18 2	—
	Ballibay	Elizabeth Reid	151 6 –	4 16 5	—
	Carrickmacross	J. O'Hogan	256 9 6	9 2 1	—
	Ardee	W. S. Wade	123 8 5	4 18 2	—
	Castlebellingham	Margaret Magrath	11 3 8	– 11 1	—
	Dundalk	W. Tempest	378 – –	8 15 4	—
	Carlingford	W. Wooding	16 5 –	– 17 6	—
	Scotstown	P. Wynne	No Return.		
Enniskillen	- - -	P. M'Ginn	2,751 10 11½	270 8 9	1,500
(Counties of Fermanagh and Cavan).	Cavan	J. Parker	1,536 9 11¼	17 9 9½	—
	Cootehill	H. Browne	983 10 9⅓	10 16 5	—
	Belturbet	T. Dolan	400 3 2⅓	1 7 11	—
	Bailieborough	T. Argur	329 17 8¾	1 9 9	—
	Newtown Butler	W. Hopkins	103 15 8⅓	– 8 –½	—
	Swanlinbar	J. Kavanagh	62 1 2¼	– 2 7	—
	Ballyconnell	Louisa Montgomery	72 10 10⅓	– 8 6	—
	Bally-james-duff	J. Brady	96 11 11⅓	– 9 4½	—
	Roslea	T. Chambers	51 15 11	– 5 6	—
	Lisnaskea	F. M'Manus	83 15 7	– 15 10¼	—
	Kingscourt	J. H. Nicholl	205 2 6	1 1 4	—
	Virginia	Mary Anne Shegog	129 10 6¾	1 6 7½	—
	Shercock	G. Rebourne	No Return.		
	Arva	J. E. Walpole	12 16 –	– 6 4	—
	Killyshandra	W. Clemenger	9 18 4	– 4 10	—
Galway	- - -	J. Redington	2,841 8 8	202 16 5	1,500
(County of Galway).	Ballinasloe	J. Rafter	450 19 4	9 2 2	—
	Tuam	T. Burke	1,164 16 10	27 17 5	—
	Loughrea	T. Kelly	229 17 8	5 14 11	—
	Clifden	J. Griffin	111 1 4	1 13 8	—
	Gort	J. Boland	88 15 8	1 8 10½	—
	Eyrecourt	T. Curran	41 5 8	1 – 7½	—
	Mountbellew	Mary Anne Burke	53 – –	1 6 6	—
	Dunmore	M. M'Donnell	81 6 9	2 – 8	—
	Headford	H. Ullyett	102 – –	1 7 9	—
	Ballymoe	J. Kelly	8 4 11	– 4 1	—
	Ballygar	P. Dignan	11 11 8	– 5 9	—
	Atheury	Ellen Barrett	55 3 2	1 7 7	—
	Kinvara	M. Kerin	41 12 –	– 10 9	—

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont*ᵈ.

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
IRELAND—*continued.*			£. s. d.	£. s. d.	£.
Kilkenny - - - (Counties of Kilkenny, Carlow, and Kildare).	- - -	J. Greene - - -	8,078 16 9	408 11 7	3,000
	Carlow - - -	J. M'Quaide - -	563 1 7	11 19 10	—
	Athy - - -	R. Molloy - - -	233 8 10	6 11 4	—
	Naas - - -	J. Masterson - -	74 2 –	2 14 6	—
	Monasterevan - -	J. Storey - - -	10 6 1	– 8 8	—
	Callan - - -	G. Glindon - - -	42 10 –	1 5 6	—
	Thomastown - -	J. Cronyn - - -	21 – –	– 12 2	—
	Castlecomer - -	E. Cassin - - -	35 – –	1 2 –	—
	Johnstown - -	W. Pick - - -	4 – –	– 3 4	—
	Ballytore - -	M. Kelly - - -	5 – –	– 3 10	—
	Curragh Camp -	J. Griffin - - -	18 – –	– 15 –	—
	Pittown - - -	Elizabeth Richardson -	15 – –	– 8 10	—
	Gowran - - -	H. Moore - - -	4 – –	– 3 4	—
	Newbridge - -	T. Dowling - -	61 1 –	2 4 –	—
	Rathangan - -	T. Nowlan - - -	6 – –	– 5 –	—
	Kilcullen - -	Ellen O'Reilly - -	45 – –	– 16 –	—
	Urlingford - -	J. Bowden - - -	223 – –	3 5 2	—
	Hacketstown - -	J. Jackson - - -	5 – –	– 4 2	—
	Castledermott - -	R. Wright - - -	3 – –	– 1 11	—
	Kildare - - -	W. Cuthbert - -	9 – –	– 6 5	—
	Graig - - -	C. Hughes - - -	139 9 –	2 3 9	—
	Leixlip - - -	Margaret Prendergast -	23 – –	– 7 11	—
	Bagnalstown - -	W. Murray - - -	39 5 7	– 19 11	—
	Borris - - -	Elizabeth Byrne - -	16 – –	– 7 11	—
	Tullow - - -	W. Deering - -	49 10 –	1 11 9	—
	Newtownbarry - -	F. Guilbride - -	58 14 –	1 3 7	—
Letterkenny - - (County of Donegal).	- - -	H. E. Peoples - -	923 17 8½	106 12 10½	1,000
	Ballyshannon - -	J. Magloin - - -	192 3 9¼	8 13 2	—
	Donegal - - -	J. M'Loone - - -	147 15 11¼	6 10 7	—
	Ballybofey - -	G. Davis - - -	61 11 9	3 6 1	—
	Raphoe - - -	B. Hamilton - -	624 2 9¾	30 4 5	—
	Ramelton - - -	R. M'Ilwaine - -	179 3 1¾	7 15 9¾	—
	Carndonagh - -	P. Carney - - -	29 2 8	1 2 11	—
	Pettigo - - -	F. Read - - -	30 12 2	1 3 1	—
	Dunfanaghy - -	Mrs. Nixon - -	21 6 6	1 – 1	—
	Ardara - - -	R. M'Clintock - -	16 – –	– 14 8	—
	Killybegs - -	R. Coane - - -	7 1 –	– 5 6	—
Limerick - - - (Counties of Limerick and Clare).	- - -	J. Barry - - -	14,565 15 10⅓	511 14 5¼	4,000
	Ennis - - -	M. Talbot - - -	1,280 3 –	24 2 2	—
	Kilrush - - -	W. Peacock - - -	459 14 8	12 17 9	—
	Rathkeale - -	M. Quaide - - -	380 6 8	7 11 2	—
	Newcastle - -	W. J. Evans - -	440 9 5	9 13 –	—
	Killaloe - - -	Margaret Thompson -	20 15 7	– 11 6	—
	Milltown - - -	A. Clauchy - -	131 7 1	2 1 11	—
	Ennistymon - -	P. O'Dwyer - -	58 15 10	1 11 11	—
	Scariff - - -	J. Hickey - - -	39 18 11	1 2 3	—
	Kilkee - - -	P. Kane - - -	- - No Return.		
	Askeaton - - -	J. M'Mahon - -	50 9 –	– 17 10	—
	Abbeyfeale - -	W. P. Broderick - -	14 – –	– 10 9	—
	Shanagolden - -	J. Sheahan - - -	- - No Return.		
	Bruff - - -	W. O'Shaughnessy -	- - ditto.		
	Tulla - - -	M. Halvey - - -	51 10 9	1 – –	—
	Cahircoulish - -	W. Coleman - -	5 – –	– 4 2	—
	Kildysart - -	T. Guinane - - -	- - No Return.		
Londonderry - - (County of Londonderry).	- - -	A. Babington - -	9,722 11 6¼	468 17 11	4,000
	Coleraine - -	J. B. D. Given - -	694 11 9¾	17 7 3	—
	Newtownlimavady -	V. G. Lynch - -	874 16 10½	17 14 1	—
	Magherafelt - -	R. Sands & Sons - -	693 1 11	15 14 –	—
	Maghera - - -	Margaret Thompson -	170 6 9¼	4 5 2	—
	Moneymore - -	Jane Richey - -	40 16 7¼	1 – 4	—
	Kilrea - - -	Sarah M'Kay - -	80 7 7½	2 – 2	—
	Garvagh - - -	R. Robertson - -	97 19 3¾	2 9 –	—
	Dungiven - - -	J. Dean - - - -	42 1 3	1 1 –	—
	Draperstown - -	H. Leacock - -	113 3 –	2 3 3	—
	Bellaghy - - -	A. Cullen - - -	20 15 –	– 10 4	—

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont*ᵈ.

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
IRELAND—*continued.*			£. s. d.	£. s. d.	£.
Mullingar - - -	- - -	W. S. Kelly - -	2,062 2 3¼	182 18 5	2,000
(King's and Queen's Counties and County of Westmeath).	Athlone - - -	C. Hall - - -	503 16 8¾	13 15 6¾	—
	Abbeyleix - -	W. H. Talbot - -	134 18 4½	5 7 4½	—
	Banagher - -	E. Eades - - -	93 11 4½	1 13 11½	—
	Borris-in-Ossory -	Jane Pratt - - -	26 12 3¾	1 3 –¾	—
	Clara - - -	P. White - - -	27 – 9¼	1 4 8¾	—
	Durrow - - -	J. Bergin - - -	14 10 8	– 14 1¼	—
	Delvin - - -	P. Fagan - - -	16 5 10½	– 12 1¼	—
	Edenderry - -	P. Kelly - - -	171 19 5	3 9 6½	—
	Graigne - - -	M. Wilson - - -	263 5 9¾	5 15 3¾	—
	Kilbeggan - -	Bridgett Colgan - -	172 15 –½	3 12 9½	—
	Killucan - - -	A. Fawcett - - -	15 5 11¾	– 14 9½	—
	Mountmellick - -	J. M'Mahon - - -	455 10 11	9 12 6¾	—
	Moate - - -	A. Jack - - -	142 – 3¼	5 12 2¼	—
	Maryboro - -	J. Burke - - -	267 7 11½	6 18 4¼	—
	Mountrath - -	J. Sawyer - - -	80 5 9¼	3 4 6¼	—
	Mullingar - -	Maria Fagan - -	592 10 4¾	14 16 –¾	—
	Parsonstown - -	H. Davis - - -	458 10 –¾	14 – 7¾	—
	Portarlington - -	J. Moore - - -	224 9 3½	4 6 11½	—
	Phillipstown - -	T. Ellis - - -	18 – 9	– 14 7	—
	Rathdowney - -	H. G. Perry - -	58 5 6	2 5 –	—
	Rathowen - -	P. Moran - - -	6 13 2¼	– 4 7¾	—
	Stradbally - -	Anne Ince - - -	132 2 9	2 2 10½	—
	Tullamore - -	R. Willis - - -	280 2 4½	10 2 7½	—
Newry - - -	- - -	A. Jennings - -	3,379 3 3	227 13 2	6,000
(County of Down).	Banbridge - -	S. Woods - - -	1,148 7 2	23 4 –	—
	Ballynahinch - -	W. J. Bruce - -	297 1 4	4 6 –	—
	Castlewellan - -	J. Hanna - - -	307 9 11	5 9 10	—
	Dromore - - -	H. Stewart - - -	236 9 –	5 2 9	—
	Hillsborough - -	J. Scott - - -	440 8 6	5 7 10	—
	Killyleagh - -	H. S. Guiney - -	104 8 1	2 7 –	—
	Newtownards - -	J. Collins - - -	213 2 11	4 4 6	—
	Rathfriland - -	E. M'Euearney - -	211 10 11	3 18 11	—
	Saintfield - -	A. Wilson - - -	53 2 4	1 3 6	—
	Portaferry - -	J. Moreland, jun. -	- - No Return.		
	Crossgar - - -	S. Gray - - -	- - ditto.		
Omagh - - -	- - -	A. C. Buchanan - -	2,465 19 9½	264 – 5¾	750
(County of Tyrone).	Aughnacloy - -	Feddes, Simpson & Co.	171 9 –½	4 16 8½	—
	Caledon - - -	J. Wilson - - -	78 3 7¾	1 18 –¾	—
	Cough - - -	S. M'Intire - - -	68 3 4¾	1 14 2½	—
	Castlederg - -	J. M'Kay and Son -	155 18 9½	3 19 6½	—
	Cookstown - -	J. Dinsmore - -	657 7 6¾	16 9 –¼	—
	Clogher - - -	A. Steen - - -	34 16 11½	1 13 8	—
	Dungannon - -	J. Agnew - - -	685 16 11	16 16 5¾	—
	Gortin - - -	J. Barnett - - -	23 6 1¾	– 11 8	—
	Fintona - - -	F. Buchannan - -	86 16 9½	2 3 2¼	—
	Moy - - -	J. Sloan - - -	85 3 3	1 3 5¾	—
	Newtown Stewart -	F. Gordon - - -	32 14 1¾	– 16 3¾	—
	Fivemiletown - -	D. Graham - - -	49 6 6¾	1 4 5¾	—
	Strabane - - -	J. Stevenson - -	1,082 3 11	25 15 9¾	—
	Stewartstown - -	J. C. Little - - -	77 11 7¾	1 16 10½	—
Sligo - - -	- - -	W. C. Tate - - -	2,419 10 9¾	122 7 8¼	1,000
(County of Sligo).	Ballymote - -	W. Lougheed - -	37 10 –	– 18 9	—
	Tobercurry - -	M. Donohue - -	43 6 8	1 1 8	—
	Easkey - - -	R. Hall - - -	14 13 4	– 7 4	—
Tralee - - -	- - -	C. F. Nash - - -	3,822 9 6	251 12 8	1,500
(County of Kerry).	Killarney - -	W. Connell - -	278 16 5	7 – –	—
	Listowel - - -	Kate Stokes - -	265 2 2	6 12 6	—
	Tarbert - - -	R. Allen - - -	33 17 10	– 17 –	—
	Dingle - - -	D. W. Hayes - -	63 8 4	1 12 –	—
	Killorghie - -	J. Morris - - -	69 14 8	1 15 –	—
	Caherciveen - -	J. Fitzgerald - -	80 12 1	2 – 6	—
	Kenmare - - -	J. Mansfield - -	108 9 2	2 14 –	—
	Castleisland - -	C. Reidy - - -	39 8 4	2 – –	—
	Brosna - - -	W. Murphy - - -	- - No Return.		

RETURN of Stamp Distributors, &c., in *Great Britain* and *Ireland*, the Revenue received by each of them, &c.—*cont^d.*

DISTRICT.	SUB-DISTRICT.	Distributors and Sub-Distributors of Stamps.	Amount of Revenue received in the Year ending 31st March 1867.	Amount of Poundage allowed in the Year ending 31st March 1867.	Amount of Security given to the Crown.
IRELAND—*continued*			£. s. d.	£. s. d.	£.
Waterford - -	- - -	Collector of Inland Revenue.	6,069 1 11¼	- - -	3,000
(County of Waterford).	Waterford - -	T. S. Harvey - -	725 10 11	15 6 –	
	Dungarvan - -	Mary Anne Close -	332 9 1	21 19 2	
	Lismore - - -	J. Laffan - - -	78 14 8	5 13 9	
	Tallow - - -	Anne Mellsop - -	41 2 4	2 16 3	
Wexford - - -	- - -	G. H. Jacob - -	2,409 3 –¾	146 2 10	1,500
(County of Wexford).	Enniscorthy - -	Wilhelmina Carroll -	593 10 9	14 16 9	
	New Ross - -	E. C. Neville - -	690 4 10	17 5 1	
	Gorey - - -	Anne Ponder - -	95 1 4	2 7 6	
	Taghmon - -	S. Prendergast - -	31 19 2	– 11 5	
	Monamolin - -	T. Hughes - - -	2 14 –	– 1 4	
Wicklow - - -	- - -	J. Byrne - - -	320 14 10	21 18 –	500
(County of Wicklow).	Arklow - - -	Mary FitzHenry - -	40 12 6	1 12 6	
	Carnew - - -	T. Dowse - -	31 17 6	1 5 4	
	Tinahely - -	N. Haskins - -	30 15 –	1 4 4	
	Baltinglass - -	G. Leonard - - -	48 5 –	1 18 3	
	Bray - - -	T. Miller - - -	99 14 9	3 19 7	
	Rathdrum - -	T. Saul - - -	18 5 7	– 13 7	
	Blessington - -	T. Boothman - -	5 8 2	– 8 2	
	Dunlavin - -	W. Winder - -	- - No Return.		

TOTAL GROSS REVENUE from STAMPS.

	Year ending 31st March 1867.
	£. s. d.
ENGLAND - - - - - - - - - - - -	8,190,512 – –
SCOTLAND - - - - - - - - - - - -	835,780 – –
IRELAND - - - - - - - - - - - -	587,055 – –
UNITED KINGDOM - - - £.	9,613,347 – –

Note.—The Cost of Collection in the Stamp Branch of Inland Revenue cannot be distinguished; the amount paid for Salaries and other Expenses of the Inland Revenue Department, in the year ended 31st March 1867, was £. 1,313,500.

Inland Revenue Office,
9 March 1868.

Fred. Gripper,
Accountant and Controller General.

RETURN of the PLACES in *Great Britain* whereat a STAMP DISTRIBUTOR or SUB-DISTRIBUTOR Resides but which are not Stations for the Residence of an Excise Officer or Supervisor; and, also, of the Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
ENGLAND:		
Bedford	Potton	Harrold.
Berks	-	Aldermaston. Donnington. Harwell. Shillingford.
Bucks	Chesham Eton. Wendover.	Hanslope. Risborough.
Cambridge	March	Chesterton. Cottenham. Duxford. Foxton. Fulbourne. Linton. Litlington. Stetchworth. Thorney.
Chester	Crewe Hyde. Northwich. Runcorn. Sandbach. Winsford.	Duckinfield. Farndon. Hough. Neston. Tarporley. Weverham.
Cornwall	Bodmin Camborne. Falmouth. Hayle. Marazion. St. Agnes. St. Day. St. Ives.	Chasewater. Lostwithiel. New Quay. St. Issey. St. Mawes. Tregony. Tresillian. Tywardreath. Weeks St. Mary.
Cumberland	-	Dalston. Egremont. Kirk Oswald. Ravinglass.
Derby	Belper Buxton. Ilkeston. Matlock Bath. Winster.	Borrowash. Claycross. Cromford. Duffield. Measham. Ripley. Stapenhill. Ticknall.
Devon	Chudleigh Colyton. Dartmouth. Ottery St. Mary. Paignton. Stonehouse.	Appledore. Aveton Gifford, Chittlehampton. Bishop's Nympton. Dolton. Frogmoore. Hartland. Heavytree. Lifton. Morchard Bishop. Parracombe. St. Thomas. Topsham. Uffculm.

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
ENGLAND—*continued.*		
Dorset	Lyme Regis Sturminster Newton.	Bere. Cann Ash. Cerne. Corfe. Handley. Marnhull. Shroton. Stalbridge. Stickland. Upwey.
Durham	Monkwearmouth Seaham Harbour.	Bishop's Wearmouth. Blaydon. Easington. Lanchester. Middleham. West Auckland. Wolsingham.
Essex	Billericay Epping. Great Clacton. Harwich. Rochford. Thorpe. Waltham Abbey.	Castle Hedingham. Dovercourt. Dunmow. Earls Colne. Grays. Hythe. Ilford. Lexden. Mistley. Newport. Prittlewell. St. Osyth. Sible Hedingham. Stanstead. Stock. Tendring. Tolleshunt D'Arcy. West Ham. Wethersfield. Writtle.
Gloucester	Nailsworth	Chalford. Downend. Lechlade. Little Compton. Marshfield. Naunton. Painswick.
Hereford	-	Ewias Harold. Kingsland. Weobley. Stretford.
Hertford	Hoddesdon Stevenage. Waltham Cross. Welwyn.	Ashwell. Stanstead. Watton.
Huntingdon	Kimbolton Ramsey.	Buckden. Finstanton. Warboys. Woodstone.

RETURN of the Places in *Great Britain* whereat a Stamp Distributor or Sub-Distributor Resides, &c.—*continued.*

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
ENGLAND—*continued.*		
Kent	Bromley	Appledore.
	Malling (Town).	Ash.
	New Romney.	Deptford.
	Sheerness.	Hadlow.
	Sittingbourne.	Hollingbourne.
	Tenterden.	Lewisham.
	Woolwich.	Milton.
		Plumstead.
		Sturry.
		Wateringbury.
		Wrotham.
Lancaster	Barrow	Ardwick.
	Blackpool.	Bardsea.
	Colne.	Barrowford.
	Fleetwood.	Broughton.
	Hawkeshead.	Collyhurst.
	Southport.	Dalton.
		Forceforge.
		Garstang.
		Halsham.
		Hulme.
		Kirkdale.
		Middleton.
		Ormskirk.
		Poulton.
		Rainhill.
		Salford.
		Skerton.
		Tarleton.
		Upper Mill.
		Wavertree.
Leicester		Bosworth.
		Bottesford.
		Ibstock.
		Littlethorpe.
		Lower Kibworth.
		Mount Sorrell.
		Scalford.
		Sheepshed.
		Syston.
Lincoln	Crowle	Burgh.
	Croyland.	Colsterworth.
	Donington.	Ferry.
	Epworth.	Folkingham.
	Long Sutton.	Moreton.
	Wainfleet.	Navenby.
		Scothern.
		Swineshead.
		Tattershall.
		Winterton.
Middlesex	Ealing	Brentford.
		Bromley.
		Chelsea.
		Hammersmith.
		Stepney.
Monmouth	Rhymney	Caerleon.
		Raglan.
		Risca.
Norfolk	Attleborough	Brandon.
		Brundall.
		Coltishall.
		Harling.
		Hingham.
		Lodden.
Norfolk—*cont^d.*		Ludham.
		Overy Staithe.
		Reepham.
		Stoke Ferry.
		Tasburgh.
Northampton		Badby.
		Blakesley.
		Duston.
		King's Cliff.
		Middleton.
		Moulton.
		Rothwell.
		Welford.
		West Haddon.
		Woolaston.
Northumberland		Belford.
		Blyth.
		Ovingdon.
		Rothbury.
		Wark.
		Warkworth.
		Wooler.
Nottingham		Balderton.
		Beeston.
		Bingham.
		Collingham.
		Eastwood.
		Gringley.
		Gunthorpe.
		New Radford.
		Laneham.
		Ollerton.
		Radcliffe-on-Trent.
		Sutton.
		Tuxford.
Oxford	Woodstock	Barton.
		Bloxham.
		Charlbury.
		Cropredy.
		Ensham.
		Headington.
		Shutford.
		Whitchurch.
Salop	Bethesda	Abbey Foregate.
	Llandudno.	Albrighton.
	Much Wenlock.	Claverley.
		Clun.
		Dorrington.
		Edgebolton.
		Edgemond.
		Ford.
		Hadley.
		Hinstock.
		Hungerford.
		Llanymynach.
		Lodge.
		Marsh.
		Oakengates.
		Oldbury Road.
		Old Heath.
		Pontisbury.
		Prees.
		Ruyton.
		Stretton.
		Whittington.
		Woore.

RETURN of the Places in *Great Britain* whereat a Stamp Distributor or Sub-Distributor resides, &c.—*continued.*

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
ENGLAND—*continued.*		
Somerset	Axbridge	Batheaston.
	Castle Carey.	Bathwick.
	Clevedon.	Bishop's Hull.
	Glastonbury.	Carrington.
	Langport.	Clutton.
	Martock.	Creech.
	Milverton.	Cross.
	Nether Stowey.	Dulverton.
	North Curry.	Keynsham.
	Somerton.	Lydeard.
	South Penderton.	Midsomer Norton.
	Wedmore.	Minehead.
	Weston-super-Mare.	Nailsea Heath.
	Wincanton.	Norton.
	Wrington.	Oakhill.
		Petherton.
		Radstock.
		Stogumber.
		Stogursey.
		Twerton.
Southampton	Bishop's Waltham	Ansty.
	Bournemouth.	Basing.
	Cowes.	Brockinhurst.
	Emsworth.	East Stratton.
	Lymington.	Hambledon.
	Portsea.	Hartley Row.
	Ventnor.	Hythe.
		Kingsclere.
		Kingston near Portsmouth.
		Meonstoke.
		Penton.
		Redbridge.
		Stockbridge.
		Twyford.
		Upper Hurstbourne.
		Upper Wallop.
		Wickham.
		Yarmouth.
Stafford	Brierly Hill	Abbot's Bromley.
		Audenham.
		Audley.
		Barr.
		Bishop's Offley.
		Botley.
		Brewood.
		Carnock.
		Coseley.
		Darlaston.
		Ettinghall.
		Gnosall.
		Great Bridge.
		Handsworth.
		Kingswinford.
		Kinver.
		Mount Pleasant.
		Pattingham.
		Penkridge.
		Sedgley.
		Shareshill.
		Smethwick.
		Tutbury.
		Wheaton Ashton.
		Womborne.
Suffolk	Aldeburgh	Bildeston.
	Clare.	Boxford.
	Needham Market.	Bures.

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
ENGLAND—*continued.*		
Suffolk—*cont^d.*		Butley.
		Cavendish.
		Cockfield.
		Dalham.
		Debenham.
		East Bergholt.
		Holbrook.
		Kirton.
		Lavenham.
		Laxfield.
		Melford.
		Nayland.
		Rattlesden.
		Snape.
		Southtown.
		Southwold.
		Walsham - le - Willows.
Surrey	Chobham	Camberwell.
	Egham.	Godstone.
		Putney.
		Walton.
		Wandsworth.
		Woking.
Sussex	Burwash	Billinghurst.
	Hailsham.	Bognor.
	Littlehampton.	Cliftonville.
	Robertsbridge.	Gardiner's Street.
	Shoreham.	Hurstpierpoint.
		Newick.
		Pulborough.
		Wadhurst.
Warwick		Bedworth.
		Bidford.
		Brinklow.
		Castle Bromwich.
		Hartsill.
		Kenilworth.
		Leamington.
		Merriden.
		Napton.
		Polesworth.
		Ryton.
		Rowington.
		Solihull.
		Wellesbourne.
Westmorland	Ambleside	Burton.
	Brough.	Milnthorpe.
	Kirkby Lonsdale.	
Wilts	Wootton Bassett	Amesbury.
		Boreham.
		Corsham.
		Cricklade.
		Dean.
		Downton.
		Lavington.
		Ludgershall.
		Marden.
		Pusey.
		Sherston.
		Somerford.
		Teffont.
		Tisbury.
		Westbury.
		Wilton.

RETURN of the Places in *Great Britain* whereat a Stamp Distributor or Sub-Distributor Resides, &c.—*continued.*

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
ENGLAND—*continued.*		
Worcester	Broadway Blockley.	Alvechurch. Belbroughton. Lower Swinford. Netherton. Radley Heath. Wribbenhall. Yardley.
York (East Riding)	South Cave	Falsgrave. Hessle. Leven. Nafferton. Norton. Pocklington. Tockwith.
York (North Riding.)	Easingwold Hawes. Helmsley. Leyburn. Middleham. Stokesley. Yarm.	Askrigg. Bellerby. Gilling. Hovingham. Helperby. Masham. Sandsend. Wath.
York (West Riding)	Batley Dobcross. Harrogate. Haworth. Heckmondwyke. Holmfirth. Pudsey.	Altofts. Amblethorne. Ardsley. Armley. Birkby. Bretton. Burley, near Leeds. Checkenby. Cudworth. Conisborough. Castleford. Drighlington. Elland. Ferry Bridge. Guiseley. Hemsworth. High Bentham. Kirkby Overblow. Kirstall. Killinghall. Kippax. Lee Green. Lepton. Luddenham. Masbrough. New Mill. North Anston. Norton. Ossett. Owlerton. Rothwell. Sandal. Sedburgh. Sherburn. Shipley. Steton. Tickhill. Thorner. Undercliffe. Whitecote. Wike. Woodend. Woodhouse. Woodlesford.

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
WALES:		
Anglesea	Almwich Beaumaris. Holyhead.	Llangefni. Llanfachreth. Llanfair.
Carnarvon	—	Llanfairfechan.
Denbigh	—	Ruabon.
Flint	Rhyl St. Asaph.	Northop. Overton. Rhuddlan.
Merioneth	Festiniog.	—
Montgomery	—	Berriew. Carno. Llandisilio. Llanfair. Llansaintffraid.
Brecon	Brynmawr	Defynnock. Talgarth.
Cardigan	—	Enwce. Llanarth. Llandyssil. Llan-non.
Carmarthen	—	Crossin. Kidwelly. Llanboidy. Llansawel. St. Clears.
Glamorgan	Briton Ferry Llandaff. Maesteg. Pontypridd.	Lantwitmajor. Llangafelach. Morriston. Newbridge. Pyle. Reynoldstown.
Pembroke	—	Fishguard. Milford. Milton. Newport. Solva.
SCOTLAND:		
Aberdeen	Banchory Inverury. New Pitsligo. Tarland.	Ballater. Cruden. Devanha. Glenadon. Glendronach. Heughhead. Jericho. Kincardine O'Neil. Kintore. Lochnagar. Old Deer. Old Rayne. Port Elphinstone. Strichen.
Argyle	Dunoon Inverary. Islay. Tobermorey.	Bowmore. Bridgend. Craighouse. Dalaruin. Glengilp. Kinloch. Lossit. Muasdale. Mull. Port Charlotte. Port Ellen. Taynnilt.

RETURN of the Places in *Great Britain* whereat a Stamp Distributor or Sub-Distributor Resides, &c.—*continued.*

COUNTY.	Places whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for the Residence of an Excise Officer or Supervisor.	Places whereat an Excise Officer or Supervisor is Resident, but at which there is no Stamp Distributor or Sub-Distributor.
SCOTLAND—*continued.*		
Ayr	Cumnock Girvan. Largs. New Milns. Saltcoates. Stewarton.	Mauchline.
Banff	Aberchirder Buckie. Dufftown. Macduff. Portsoy.	Benrinnes. Boyndie. Charlestown. Dalwaine. Glenfarclas. Glenlivet. Milton. Mortlach. Tochineal.
Berwick	Ayton Dunse. Earlson. Eyemouth. Greenlaw. Lauder.	Chirnside.
Bute	—	Lamlash.
Caithness	—	Latheron.
Clackmannan	—	Cambus. Glenochil. Menstry. Tullibody.
Cromarty	Cromarty.	—
Dumbarton	Helensburgh	Arrocher. Auchintoshan. Bowling. Tamboun.
Dumfries	Ecclesfechan Lochmablen. Moffat. Sanquhar.	Glentarris.
Edinburgh	—	Bonnington. Dalkeith. Leith. Musselborough.
Elgin	Fochabers	Cardow. Glengrant. Linkwood. Macallan. Milton Duff. Rothes.
Fife	Colinsburgh Ferryport-on-Craig. Inverkeithing. Markinch. Pathhead.	Auchtertool. Cameronbridge. Grange. Windigates.
Forfar	Carnoustie Glamis.	Glencadam.
Haddington	East Linton North Berwick. Tranent.	Aberlady.
Inverness	Campbelton	Balmenach. Bona. Dornie. Drumnadrochit. Dunvegan.
Kincardine	Auchinblae Benvie.	Fettercairn.
Kirkcudbright	Kirkcudbright. Maxwelltown. New Galloway.	—
Lanark	Biggar Strathaven.	Camlachy. Haghill. Provan Mill. Wishaw.
Linlithgow	—	Bankier. Glenmavis. Kirkliston. Queensferry.
Moray	—	Dalnashauch. Kilnflat.
Nairn	—	Brackla.
Orkney and Shetland.	—	Highland Park. Kirkhall (Isle of Sandy). St. Margaret's Hope. Quoys Eoie.
Peebles	Innerleithen. West Linton.	—
Perth	Alyth Callander. Cupar-Angus. Doune. Dunblane. Dunkeld. Errol. Killen.	Auchnagie. Ballechin. Balnacraig. Birnam. Bucklyvie. Burnfoot. Cosbieville. Grandtully. Hosh. Killivoulin. Moulin. Tomdachoil.
Renfrew	Johnston Lochwinnock. Pollockshaws.	Glenpatrick.
Ross	Invergordon	Alness. Conanbridge. Dalblair. Glenmoranjee. Loch Maddy. Ord. Poolewe. Skeildaig. Teaninich.
Selkirk	Galashiels. Selkirk.	—
Stirling	Grangemouth Lennoxtown.	Camelon. Kilsyth.
Sutherland	Dornoch Golspie.	Clynelish. Kirkiboll.
Wigtown	Glenluce Newton Stewart. Whithorn.	Bladenoch.

Inland Revenue Office,
9 March 1868.

Fred. Gripper,
Acct. and Contr. Genl.

RETURN showing the Names of all PLACES whereat each DISTRIBUTOR and SUB-DISTRIBUTOR in *Scotland* receives TAXES, the Number of Times each Place is Visited by him for that Purpose, and the Amount of Revenue received each Time at each Place during the Year ended 31st March 1867, in Terms of Board's Letter, dated 28th August 1867. R.—4633—67—S.

During the period of Collection, Taxes are received daily at the places of Residence of each Distributor and Sub-Distributor, and the present Return shows the Taxes received at other places than those where the Distributors and Sub-Distributors reside. The Payments made were chiefly, if not exclusively, on account of Income Tax.

DISTRICTS.	NAMES.	OFFICES.	RESIDENCES.	PLACES VISITED.	Number of Visits.	Revenue Received. £.	s.	d.
SCOTLAND:								
Ayr	George Oswold	Distributor and Collector.	Ayr	Irvine	1	1,171	8	9
				Stewarton	1	341	1	1
				Beith	1	855	11	8
				Kilmarnock	2 (1st)	1,591	10	–
				Ditto	2 (2nd)	1,083	2	–
				Maybole	1	644	17	10
				Ardrossan	1	622	14	2
				Largs	1	566	12	10
				Girvan	1	470	6	7
				Old Cumnock	1	498	12	11
				Manchline	1	97	2	5
Campbeltown	John Beith, jun.	Distributor and Collector.	Campbeltown	Ardrishaig	1	149	2	3
				Tarbert	1	60	13	11
Cupar, Fife	William Duncan	Distributor and Collector.	Cupar, Fife	Kinross	1	787	2	4
				Markinch	1	107	10	7
				Newburgh	1	574	3	9
				Kirkcaldy	2 (1st)	1,196	2	–
				Ditto	2 (2nd)	2,499	6	11
				St. Andrews	1	1,204	2	3
				Dunfermline	2 (1st)	1,339	1	9
				Ditto	2 (2nd)	1,270	6	1
				Colmsburgh	1	940	8	3
				Anstruther	1	1,048	3	7
				Leven	1	882	5	–
				Auchtermuchty	1	699	15	–
Dumfries	Henry W. Wicks	Distributor and Collector.	Dumfries	Lockerby	1	1,219	6	9
				Moffat	1	428	14	2
				Langholm	1	1,493	17	6
				Annan	1	1,056	16	6
				Sanquhar	1	167	8	1
				Thornhill	1	766	6	10
Dunse	Alexander Crawford	Distributor and Collector.	Dunse	Ayton	1	937	7	4
				Coldstream	1	729	15	4
				Lauder	1	695	10	9
				Greenlaw	1	364	16	7
				Earlston	1	593	1	1
Elgin	Robert Young	Collector	Elgin	Forres	1	877	14	–
				Nairn	1	367	16	2
Forfar	James Young	Distributor and Collector.	Forfar	Kirriemuir	1	245	6	9
				Brechin	1	1,416	16	6
				Stonehaven	1	963	14	11
				Aberdeen	1	1,016	–	–
				Laurencekirk	1	542	1	11
Glasgow	Adam Pairman	Sub-Distributor and Sub-Collector.	Biggar	Abington	1	241	13	11
	Ditto	ditto	ditto	Carnwath	1	335	2	5
	John Robson	ditto	Dumbarton	Helensburgh	1	1,370	18	4
Greenock	David Murray	Distributor and Collector.	Greenock	Pollockshaws	3 (1st)	410	2	4
				Ditto	3 (2nd)	627	1	6
				Ditto	3 (3rd)	152	3	1
				Mearns	1	320	18	2
				Lochwinnoch	1	226	6	5
				Port Glasgow	2 (1st)	133	9	2
				Ditto	2 (2nd)	436	15	–
				Rothesay	2 (1st)	224	2	3
				Ditto	2 (2nd)	620	13	9
				Eaglesham	1	185	17	1

RETURN showing the Names of all Places whereat each Distributor and Sub-Distributor in *Scotland* receives Taxes, &c.—*cont^d.*

DISTRICTS.	NAMES.	OFFICES.	RESIDENCES.	PLACES VISITED.	Number of Visits.	Revenue Received. £ s. d.
SCOTLAND—*continued.*						
Greenock—*cont^d.*	D. Murray	Distributor and Collector.	Greenock	Bridge-street, Glasgow.	3 (1st)	446 5 2
				Ditto	3 (2nd)	585 6 8
				Ditto	3 (3rd)	240 – 6
				Johnstone	1	382 17 6
	Walter Stewart	Sub-Distributor and Sub-Collector.	Pollockshaws	Bridge-street, Glasgow.	(1st)	327 14 8
				Ditto	(2nd)	184 14 –
				Ditto	(3rd)	158 – –
				Mearns	1	132 3 –
				Eaglesham	1	60 7 –
Haddington	John Ferme	Distributor and Collector.	Haddington	North Berwick	1	215 2 1
				Tranent	1	223 19 –
				Prestonpans	1	179 18 3
Kirkwall	Ralph Fotheringham	Distributor and Collector.	Kirkwall	Lerwick, in Zetland	One visit annually to recover arrears, the collection having been in great part effected previously by payments made to a resident bank agent, or by remittances to the Distributor at Kirkwall.	
Perth	A. Burns Macdonald	Distributor and Collector.	Perth	Aberfeldy	1	880 – –
				Alyth	1	206 19 5
				Auchterarder	1	202 16 1
				Blairgowrie	1	718 15 –
				Callander	1	353 13 6
				Coupar-Angus	1	363 7 7
				Crieff	1	637 2 3
				Doune	1	445 7 2
				Dunblane	1	613 13 11
				Dunkeld	1	795 9 10
				Kincardine	1	355 17 11
Stirling	John Davidson	Distributor and Collector.	Stirling	Falkirk, for Burgh	1	424 2 4
				Ditto, for surrounding parishes.	1	2,279 8 3
				Linlithgow	1	1,007 6 3
				Alloa	1	1,141 16 4
				Bathgate	1	833 3 2
				Tillicoultry	1	415 6 2
				Alva	1	146 17 1
				Lennoxtown	1	706 8 7
				Milngavie	1	287 2 –
				Polmont	1	192 8 5
				South Queensferry	1	217 – –
				Kilsyth	1	347 15 2
				Drymen	1	533 16 5
				Balfron	1	237 6 4
Stranraer	David Guthrie	Distributor and Collector.	Stranraer	Wigtown	1	894 9 7
				Whithorn	1	178 – 1
				Newton Stewart	1	1,035 7 5
				Gatehouse	1	549 4 11
				Castle Douglas	2 (1st)	682 2 8
				Ditto	2 (2nd)	496 6 10
				Kirkcudbright	1	1,030 1 6
				Maxwelltown	2 (1st)	1,227 19 9
				Ditto	2 (2nd)	407 6 6
				New Galloway	1	165 8 5
	Alexander M'Hutcheon.	Sub-Distributor and Sub-Collector.	Newton Stewart	Wigtown	1	342 2 11
				Whithorn	1	245 8 9
Tain	E. H. M'K. Matheson.	Distributor and Collector.	Tain	Dingwall	1st, three days	861 10 –
					2nd, one day	30 – –

SCOTLAND—*continued.*

THE following Distributors collect the whole of the Taxes of their Districts at their respective places of residence, making no visits whatever for the purpose of collecting Taxes, viz.:—

Andrew Jopp	Aberdeen.
Alexander Souter	Banff.
John Shiell	Dundee.
Thomas Smith	Edinburgh.
George M'Callum	Glasgow.
William Wilson	Inverary.
E. B. Fraser	Inverness.
Archibald Jerdon	Jedburgh.
Robert Thorburn	Peebles.
John M'Aulay	Stornoway.

RETURN of the Number of ASSESSORS of ASSESSED TAXES and of CLERKS to the COMMISSIONERS of SUPPLY in *Scotland* who are paid Poundage, with the Total Amount paid to each, in the Quarter ended 31st March 1867.

— Nil. —

There are no Assessors of Assessed Taxes in Scotland; the duty is performed by the Surveyors of Taxes.

The Clerks to the Commissioners of Assessed Taxes (Supply) in Scotland are not paid poundage.

Inland Revenue, Edinburgh,
2 October 1867.

W. D. Gallaway,
For the Comptroller General.

STAMP DISTRIBUTORS.

RETURNS of the Stamp Distributors and Sub-Distributors in *Great Britain* and *Ireland*, the Revenue Received by each of them, and the Amount of Poundage Paid to each of them in the Year ending 31 March 1867; also, the Amount of Security given to the Crown by each Distributor or Sub-Distributor, and the Total Gross Revenue from Stamps in *Great Britain* and *Ireland*, and the Cost of Collection; of the Places in *Great Britain* whereat a Stamp Distributor or Sub-Distributor Resides, but which are not Stations for an Excise Officer or Supervisor; &c.

(*Mr. Craufurd.*)

Ordered, by The House of Commons, *to be Printed,*
13 *August* 1867.

534.

Under 4 oz.